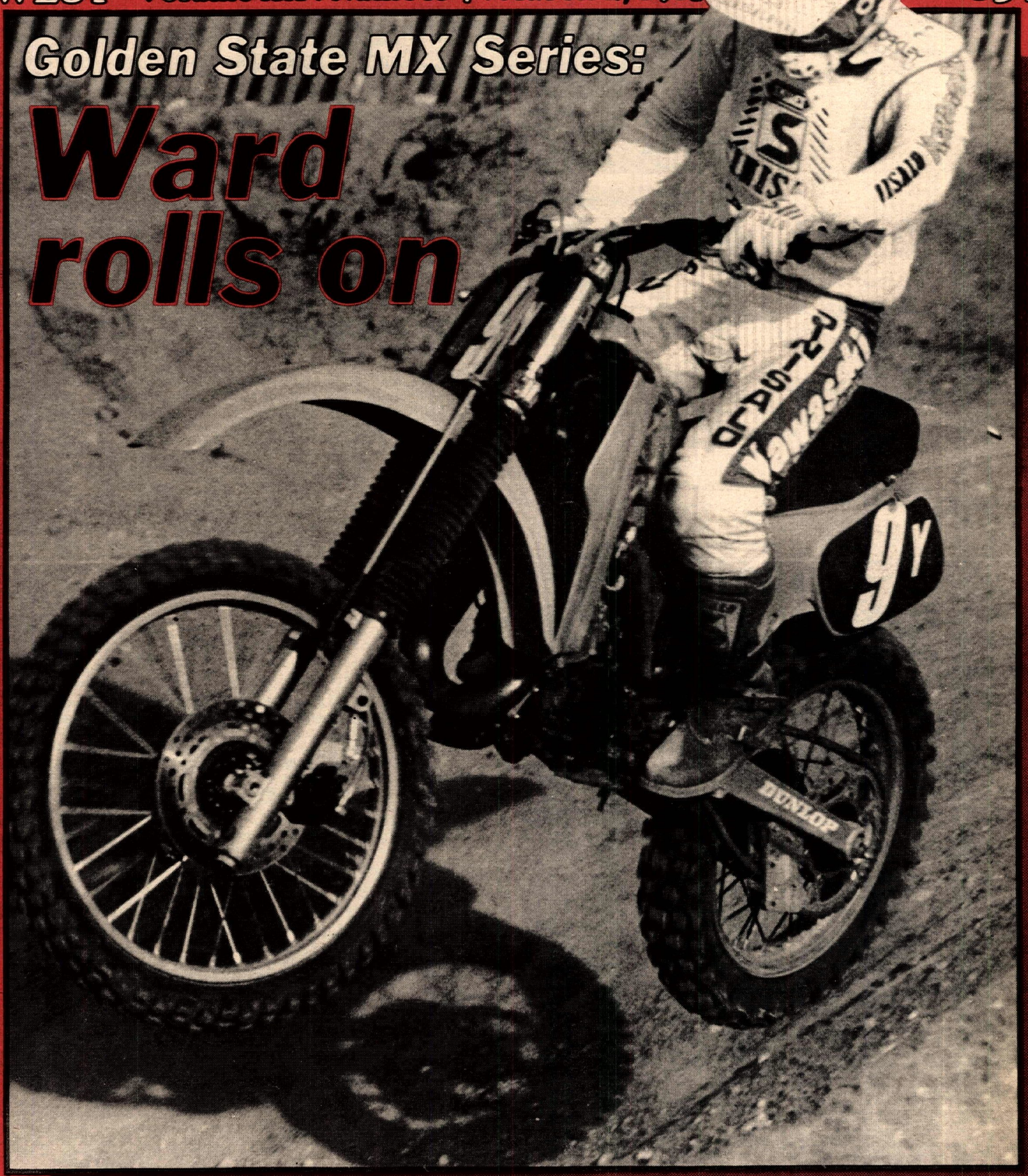
CYCLE NEWS®

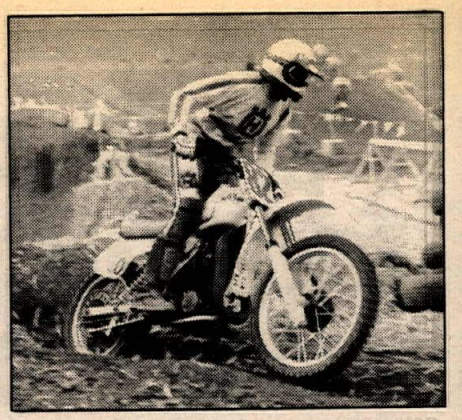
WEST Volume XX : Number 7 : March 2, 1983 85¢

Golden State MX Series:

Ward rolls on



AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER



(Above) Buck Murphy four-strokes to the Open A lead. (Above right) Open A winner John Christian Jr. (Below right) Cory Klaudt, 250cc A winner, 125cc A runner-up. (Below) Nathan Pippert (748) and 125cc A winner Jeff Chapman.

Amateur Supercross Series: Round 1

Ward, Chapman, Klaudt, Christian survive Seattle Amateurs

By Brian Barnes
SEATTLE, WA, FEB. 13

The 1983 Amateur Supercross Series kicked off this weekend in Seattle's Kingdome sponsored by Hi-Point with 417 riders representing Washington, Oregon, Canada, Idaho, Montana, California and even Alaska, North Dakota and Texas.

In the hotly contested Expert class, Larry Ward (Team Kaw/DG/Jones), Jeff Chapman (Paulson's Lacey/Suz), Cory Klaudt (Sea. Hon) and John Christian, Jr. (Husky sup/Marysville Suz) taking the 80, 125, 250cc and Open Expert classes respectively. Both Christian and Ward were winners in last year's event.

The series' first race, which was promoted and directed by Super Sports wizard Bill West, went off like clockwork, and even though the event lasted from directly after the Pro's regular Sunday final until nearly two a.m. Monday morning, everyone in attendance seemed to be enjoying the program immensely.

The first races of the night featured the radical Mini Experts, and two qualifiers were needed to slim down the field. In the first heat, Team Yamaha's Lowell Thomson and Mini Olympic champion Larry Ward rounded turn one in the lead followed by Canadian Honda-mounted Vince Mathews and Oren Bray, from Oregon on a Kawasaki.

Thomson really turned on the wick for a fairly easy win followed by Ward, who was Thomsons only serious competition. Bray was third, Mathews was fourth and Kawasaki-mounted Darren Poulsen, from Canada, was fifth.

The second heat found Idaho's Scott Myers (Yam), Joel Sitts (Suz) and Yamaha-rider Brian Thomson round the first turn in the lead. Myers looked strong, taking the win with room to spare over Brian Thomson, Tommy Judge (Yam) and hard charging Jamie Munson (Yam).

The start in the final proved to be the most important factor for Kawasaki's Ward as he and Mathew's holeshot. Thomson got a terrible start, but his move through the pack was amazing. Thomson picked off rider after rider, finally moving into second ahead of Mathews, Myers and Brian Thomson with just two laps to go. Lapped riders slowed Ward some, but the Kawasaki-mounted ace kept just enough room for the win. Thomson's fine ride netted him second. Myers was third, Mathews fourth, Munson fifth and Idaho Kawasaki rider Corey Barton sixth.

The 125cc Expert class was wild and wooley and two heats decided the final entrants. Texas' lone entry Rusty Dovell (Suz) holeshot the moto over Allan Dyck (Hon); Jamie Nickle (Lynnwood Yam/Yam sup) and Nathan Pippert (Hon). Dovell looked good until a spill cost him lots of time and left him back aways. Dyck took the win, Nickle was second, Yamaha supports Jay Mintyala was third. Gary Dawson (Hon) was fourth and Pippert took fifth.

Canadian Suzuki rider Rob Van Dieman and Seattle Honda's Cory Klaudt rounded the second heat in the lead, and, after Klaudt got by, his CR took an easy win. Van Dieman was second, Ralph Dunlap (Suz) finished third and Lance Richotte (Hon) was fourth.

Jeff Chapman (Paulson's Suz) had major problems in his heat, but he won the semi over Darrin Criss (Suz) and Todd Anderson (Suz). Chapman had to be considered a darkhorse in the final.

The start again proved most important for the final. The Texan, Dovell, and Chapman on RM's took the lead. Pippert and Mark Hall (Yam) followed with Klaudt bezerking through the pack and taking over second behind Chapman. The two dueled for the next two laps in a nip and tuck battle, but Chapman somehow held off Klaudt, who took a very close second. Pippert wound up a well-deserved third. Derrick Personette (Kaw) was fourth, Van Dieman was fifth and Mintyala sixth.

The 250cc B's saw Roger Sherrell, Todd Morris (Kaw) and Washington Maico rider Mike Kardash take their respective heats. Kelly Corwin (Yam) and Kyle Hall (Hon) flew around turn one leading, but, when the smoke and dust had cleared, it was Canadian Robert Giroux (Yam) who got the win. Second was Morris, third was Scott Williams (Yam); Hall was fourth and Sherrel took fifth.

John Christian Jr. dominated the Open Expert class, taking his heat and the final. The other heat winner, Chris Moritz (Hinshaw's Hon) finished second to Christian in the final, and third was the ultra loud four-stroke Honda of Washington's Buck Murphy.

Results

MINI A: 1. Larry Ward (Kaw); 2. Lowell Thomson (Yam); 3. Scott Myers (Yam).
MINI B: 1. Jeff Daily (Kaw); 2. Paul Rowland (Yam); 3. Butch Smith (Kaw).
100: 1. Mike Crowell (Yam); 2. Michael Gustine (Yam); 3. Tom Sowards (Yam).
125 A: 1. Jeff Chapman (Suz); 2. Cory Klaudt (Hon); 3. Nathan Pippert (Hon).
125 B: 1. Richie Lee (Hon); 2. Roger Sherrell (Yam); 3. Ross Whitehead (Yam).
250 A: 1. Cory Klaudt (Hon); 2. Allan Dyck (Hon); 3. John Christian Jr. (Hus).
250 B: 1. Roland Giroux (Yam); 2. Todd Morris (Kaw); 3. Scott Williams (Yam).
OPEN A: 1. John Christian Jr. (Hus); 2. Chris Moritz (Hon); 3. Buck Murphy (Hon).
OPEN B: 1. Tony Bracy (Yam); 2. Ted Paley (Yam); 3. Jim Brockmeier (Hon).
OTHG SR: 1. Tom Lansford (Hon); 2. Garry Roestel (Hus); 3. Larry Wescott (Mai).
OT SUPER SR: 1. Bob Kram (Hon); 2. Gordon Ochs (Hon); 3. Bob White (Mai).

TEN YEARS AGO

The Valley Observed Trials Enthusiasts held a trials at Muntz Cycle Park, where **Bernie Schreiber** (Bul) dropped only three points to take the Expert win. In for second was **Mike Griffitts,** a Montesa rider making his first Expert start. The Masters class ran their own loop, and **Lane Leavitt** emerged the winner over **Rich Bledsoe** and **Marland Whaley.**

It was announced that speedway star **Scott Autrey** had signed to compete with the British League speedway team Exeter. Only two other Americans had ever attempted to compete in England since the heydays of the '30s, **DeWayne Keeter** (1969) and **Steve Bast** (1970).

Forty-two 250cc Experts showed up for a CMC Saddleback motocross, requiring qualifying races and a main event. Maico-mounted **Rich Eierstedt** went on to win the main event, followed by **Billy Clements** (Hus) and **Gaylon Mosier** (Mai). The 500cc Expert class fell to **Pete Maly** (CZ).

Bob Sanders' Norton bested the Triumphs of **John Sprague** and **Richard Marquis** in the Open Expert class of a TT at Corona Raceway.

At a scrambles in Hayward, CA, **Rich Lopez** used Yamahas to win both the 125 and 500cc Junior/Expert classes. **Dick Garcia** (Hus) won the 250cc Junior/Expert clash.

Wayne Rainey topped **Renee Payen** and **Mike Minnig** to win the Hotshoe class in a minicycle race at Trojan Speedway. **Todd Peterson** won the 12-14 class over **Richard Simmons** and **Shawn McConnell.**

St. Petersburg, FL, was a muddy mess when the Winter-AMA MX Series arrived there for its fourth round. **Pierre Karsmakers** (Yam) was again the fastest rider on the track, winning two of the three 500cc Expert class motos. However, the moisture got to Karsmakers' engine in the first moto for a DNF, leaving him eighth overall. **Marty Tripes** took the overall win on a CZ, followed by **Jimmy Weinert** (Kaw) and **Sonny DeFeo** (Mai). **Jerry Williams** (Hus) posted a pair of seconds to win the 250cc Novice class over **John Dallaire** (Mai). **Don Goss** was third on a 175 Can-Am.

Bill Kain (Hus) took the overall win in the Little Harpeth National Enduro, held near Nashville, TN. A class winners included **Doug Wilford, Jack Penton, Ron Bohn** and **Ed Schmidt,** riding two Pentons and two Husqvarnas, respectively.

Kenny Roberts (Yam) continued his winning ways in the AMA National Indoor Championship short track series, winning in San Francisco's Cow Palace over **Al Kenyon** (Bul) and **Rick Hocking** (Yam).

An indoor short track in British Columbia, Canada, found **Randy Skiver** winning the 250cc class over **Mike McLain** and **Steve Baker. Howard Garbe, Jon McCaffery** and **Mickey Fay** comprised the top three of the 125cc class. ●

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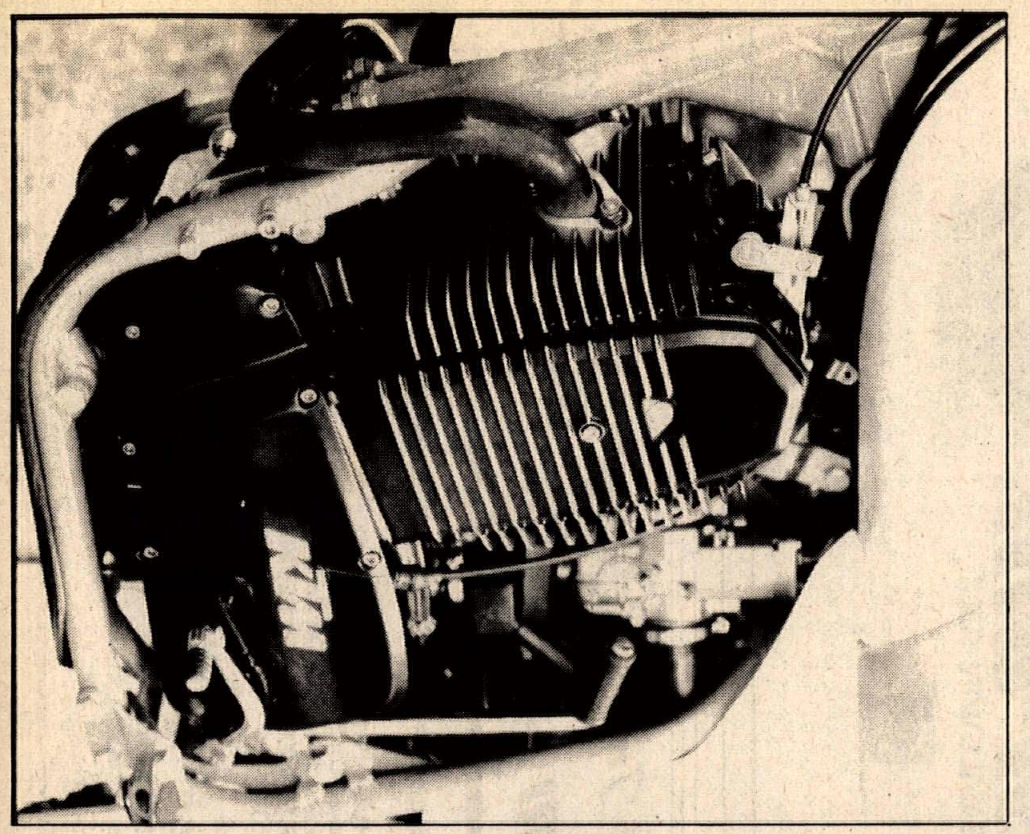

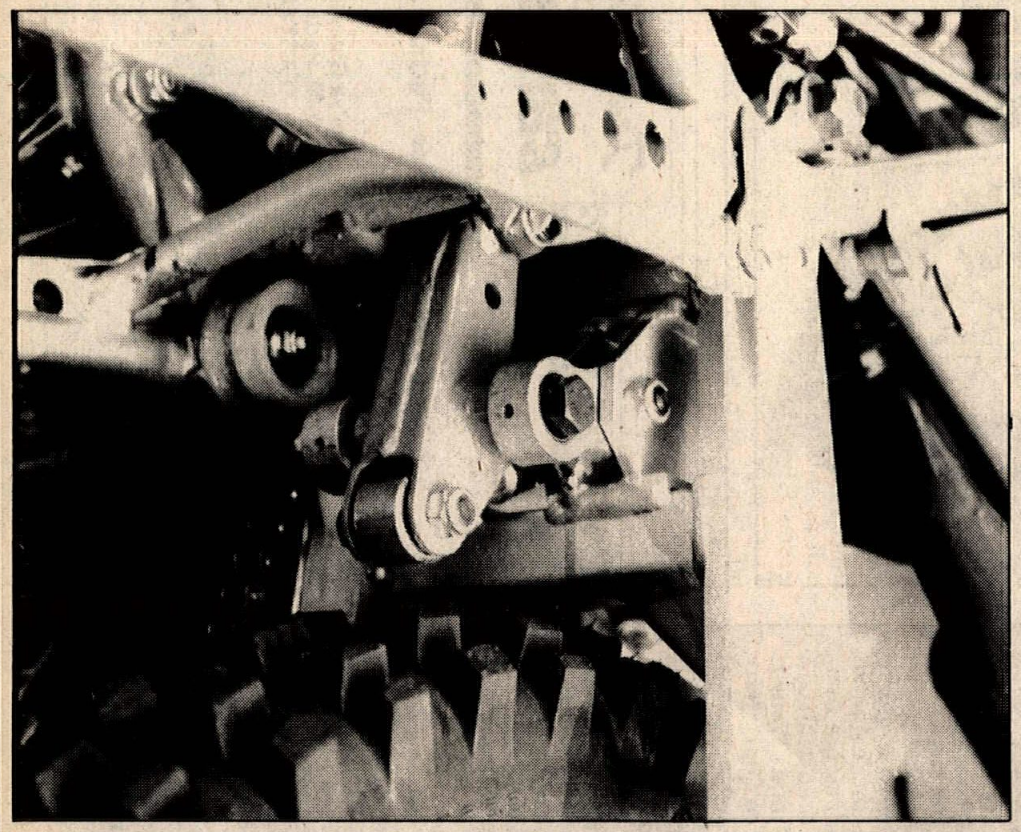

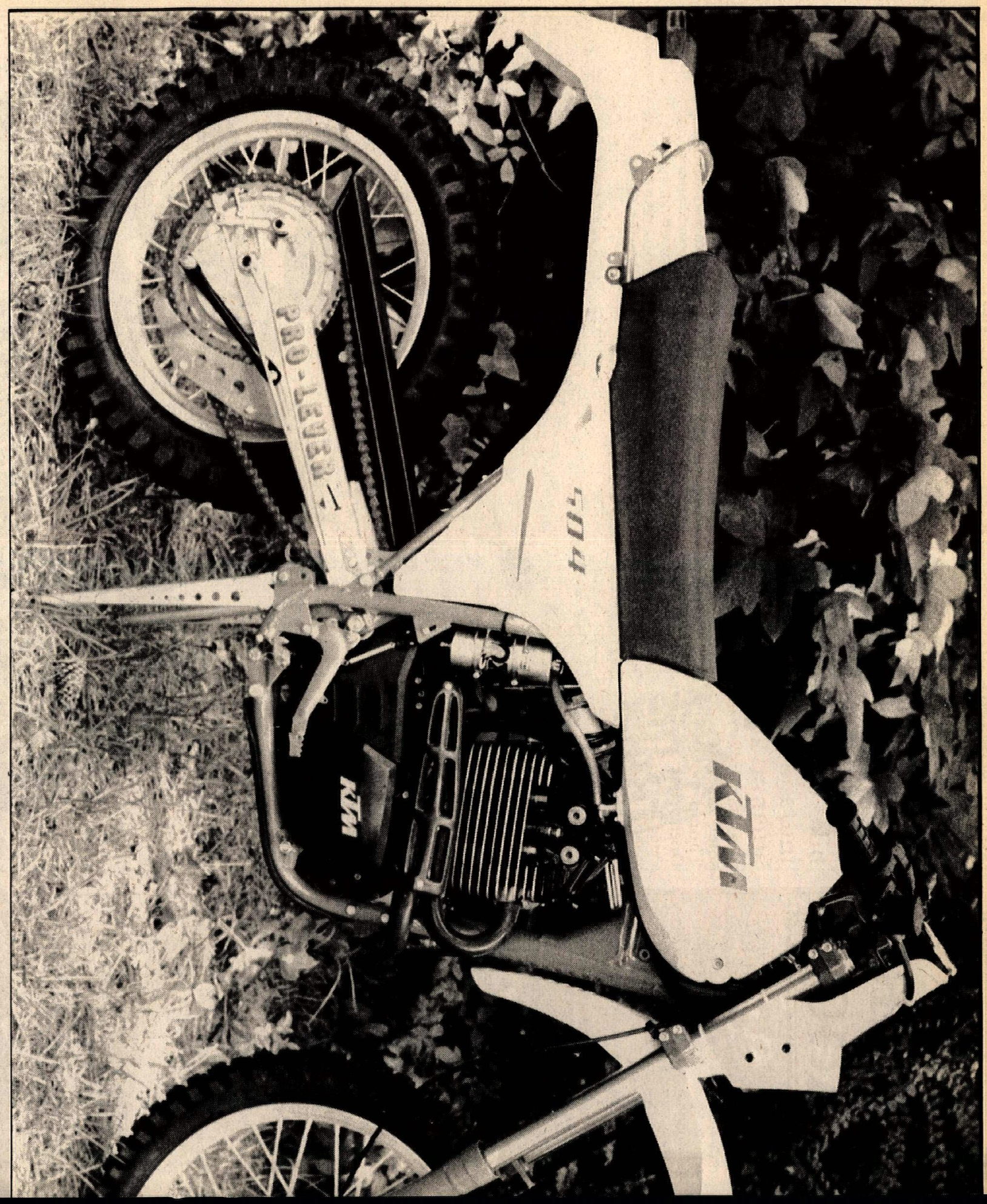
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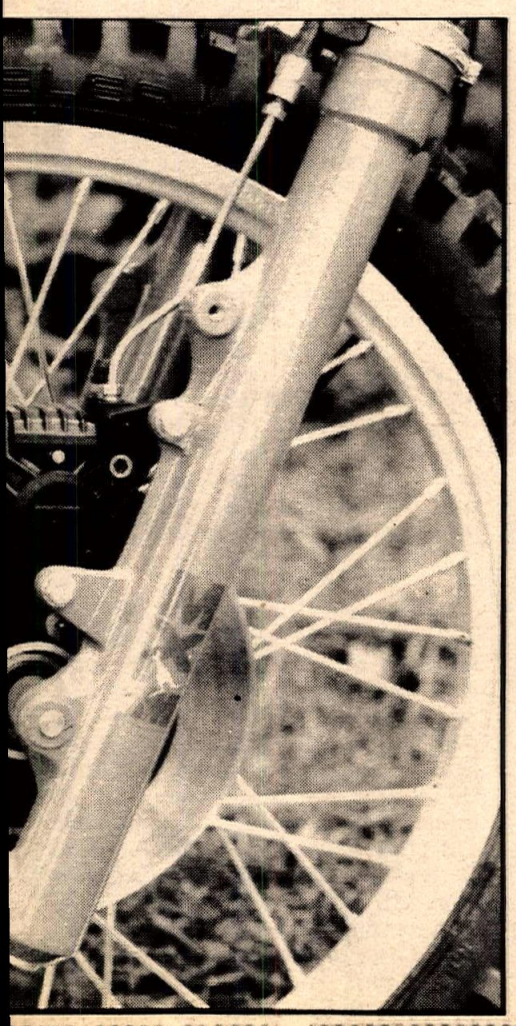


Impression: 1983 KTM 504GS Enduro

A big bore that thumps

By Tom Mueller

Four-strokes used to rule the turf when dirt bike competition was pioneering its way into and through America, but in recent years attempts at producing a competitive production four-stroke racer have, in some respects, fallen short. Thumper lovers who are of the Open class persuasion have found that no one has been able to stamp out a big bore four-stroke that would match motors and handling with a two-stroke counterpart, at least until KTM gave them an option.

Austria based KTM made its move in '83 with enduro and MX oriented four-stroke racers, which utilize a Rotax 504cc powerplant. Rotax, a subsidiary of Bombardier, as is Can-Am, produced the engine for Can-Am's Sonic which was released last year. KTM nestled the same engine in its own frame, with its own suspension, and produced a machine which is heavier than big bore two-strokes (278 pounds dry claimed for the enduro, 270 pounds for the MX) and more expensive ($3,095 for the enduro, $3,060 for the MX). But wait! Before you dismiss the KTMs that you add straight gas to, read on and realize that there is a defined segment of riders who will take the KTM four-stroke over any other techno-advanced two-stroke offered in '83. Those riders are the ones who have some extra cash to spend for the product they want, and what they want is thumper power—this time in a useable package as it comes stock. That's right, thumper power, that burst of low end torque that will stand the bike on end or break the rear knobby loose with a twitch of the wrist. That's predictable power-sliding thumper power, the kind of surge that comes on best when short shifting.

We tested the enduro model, which differs only slightly from the MXer.. The enduro model comes with lights, a 3.4 gallon gas tank, 10.6 inches front wheel travel from a front end with 40 millimeter fork tubes, and it comes with a center stand. The MX model has no lights, has a 2.4 gallon tank, offers 11.8 inches of front wheel travel from a front end with 42 millimeter fork tubes, and comes with a bolt-on side stand instead of the center stand. Both bikes come with Super Trapp pipes and silencers, while our bike came with a larger, L-shaped pipe which will be on KTM's European models. Both models utilize Moto-X Fox's Twin Clicker shock, coupled with KTM's Pro-Lever rising-rate linkage rear suspension, for 11.8 inches of rear wheel travel.

With more weight comes the need for more stopping power, and KTM has handled the problem with a front disc brake that gets the job done. It works wet or dry and requires minimal effort to operate, while retaining a progressive feel. Rear braking is accomplished through a standard internal shoe brake, a unit KTM had sorted out years ago.

The stock grips are fine, and so is the front brake lever, but the clutch lever doesn't cut it. You have to have a hand like Godzilla (large, that is) in order to get a grip. An accessory lever will produce a quick cure. The seat is narrow and hard, but breaks in with use. The footpegs and rear brake lever feel right, and the shift lever is in the right position. The problem comes when shifting—the tranny has a long throw and requires a good lift of the boot from gear to gear. The headlight/front number plate assembly comes from the Italian company Acerbis, and has separate switches for high and low beam. Both switches protrude off the right side of the headlight and are vulnerable to trees and branches in the woods. The headlight kept working; the taillight didn't. Vibration and/or a few hard knocks trashed the bulb. The kill button stopped working too; we used the compression release to shut the 504 down.

The centerstand is hard to use, once the bike has been ridden that is, as the best place to grab the bike and pull it onto the stand is by the silencer. The stand, when in use, is in a vertical position; the balance point when the bike is on the stand doesn't make the bike very steady. Once mud works its way into the pivot points of the center stand it's harder than ever to get the bike secure once on the stand.

Our KTM came with Metzeler tires, a two-ply front and a four-ply rear. The brochure which comes with the bike says that four-ply tires will be stock front and rear, and though our tires did the job, we'll approve of the four-ply that will come on the front of later models.

The plastic skid plate is unobtrusive yet effective, while the countershaft sprocket cover tended to collect mud, so we removed it. The rims and spokes are heavy duty, and the spokes stayed tight throughout weeks of use.

Engine oil is added through a plug which sits behind the steering stem, and though we had no problems, it has been reported that the cap has popped off for other 504 riders due to oil pressure. Once again, the problem has been solved. Models now being released have a wire safety catch to hold the plug in place.

To ride the KTM you have to start it, and that is the biggest problem we experienced with the bike. If not done correctly, you'll find yourself totally exhausted, flogging away at the kickstarter, with little or no cooperation from the engine. For cold starts, turn the gas on, put the choke (located on the left side of the handlebars) all the way on, line up the yellow dot in the viewing window on the left side of the cam drive cover using the compression release (also located on the left side of the handlebars), then very carefully try to get the kickstarter to the top of its stroke. The key word is try, because when you get the yellow spot in the window, it's hard to keep it there while positioning the kickstarter.

Once these procedures have been accomplished, position yourself alongside the left side of the bike, put your right foot on the kickstarter, and kick like your life depended on it! Repeat: You can't just push the lever through its stroke; you have to briskly jump on it. If everything goes your way, the bike will start immediately. If it doesn't start within 10-15 kicks, shut the gas off, as you're probably about to flood the carburetor. One key item to remember is not to give the bike any throttle when starting it. We found the best procedure was to keep our right hand on the seat when kicking. When hot, the bike is even harder to start, but KTM says they have the cure. The most recent models come with a longer, and thicker, piece of rubber between the cylinder and carb, which helps insulate the carb and keeps it from creating a vapor lock, making for more predictable starting. Once running, you may have to help the kickstarter back into its return position, as it sometimes hangs in its downstroke.

We used our bike for play and competition and found that it worked well for both. The suspension can handle the bike, though it does have a cumbersome feel after a hard day's ride. An A level motocrosser rode the 504 in the Denver (North Carolina) 100 Cross Country race, and he took third in the Four-stroke class. He said the bike was getting hard to throw around near the 100 mile mark, but that for its displacement and weight it was agile in the woods. On different occasions the rider stalled the bike and lost valuable time because he had difficulty starting it.

Some who rode the 504 felt it was a great playbike, and that with a bit more power it would be competitive. A different cam and the Super Trapp pipe, which will both come on the U.S. models, were installed on our bike as an update.

The new cam added the "bit more power" we were looking for, but the new pipe added some unwelcome decibels to the exhaust sound. The big plus factor the new cam delivered — and no one can tell us why — is easier starting. Veteran competitor Barry Higgins said, "I can't explain why it starts easier, and even Rod Bush, KTM's national sales manager, can't explain why the cam makes it easier to start." While some of us like to know why things work, or in the case of the easier starting, why the cam provides leg relief, we'll accept the easier starting without asking any more questions.

The KTM 504GS Enduro isn't for everyone, but what big bore bike is? But if you're man enough, the 504 is certainly bike enough. •

Specifications

Engine	504cc single cylinder, SOHC four-valve
Bore x stroke	89mm x 81mm
Horsepower	41 @ 7,000 rpm (claimed)
Carburetor	Bing 36mm
Ignition	CDI with 12 volt lighting output
Wheelbase	58.6 in.
Ground clearance	12.8 in.
Seat height	36.8 in.
Fuel capacity	3.4 gal., with reserve
Suspension	Marzocchi 40mm front fork, 10.6 in travel/ Pro-Lever single shock rear, 11.7 in. travel.
Dry weight	278 lbs. (claimed)
Suggested retail	$3,095.

Sacramento Report

ORV use illegally restricted by land managers?

By Bob Ham

For the past year or so, a controversy has been steadily brewing between off-road motorcyclists and government recreation managers. The controversy involves the recently tightened restrictions on where a vehicle may be driven if it is licensed with a California Green Stickie versus a street legal registration. The outcome of this controversy may have serious implications for the future of the state's entire Green Stickie off-road vehicle program.

Over the past couple of years several national forests and some BLM areas have begun enforcing a "street legal" requirement on certain dirt roads which had previously been used extensively by off-road recreational vehicles. Although the stated reasons for these restrictions are for safety purposes, a closer examination of the facts seems to indicate that the real purpose is to further limit the use of ORVs in these areas. What is particularly frightening to ORV enthusiasts is a recent move by the Department of Parks and Recreation to impose the very same street legal requirement on a stretch of Pismo Beach.

Many of the ORV organizations and the Advisory Committee to the DPR have recommended that no further grants be given to federal agencies who enforce this regulation in apparent violation of state law.

I say apparent violation, because like so many areas of law, this one appears to be somewhat vague and possibly conflicting. The California Vehicle Code defines "highway" very broadly in section 360 as follows: "...highway is a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel." This particular definition has been on the books for years, and because of the potential confusion as to where a vehicle licensed under the Green Stickie program could travel, a new section was added to the vehicle code at the time an Off-Highway Vehicle Code was created. This new section would define what a highway was *not* for purposes of using a Green Stickie vehicle. Thus Section 38001 was enacted thusly: "The term highway does not include fire trails, logging roads, or other roughly graded trails and roads upon which vehicular travel by the public is permitted." If this still leaves you confused as to whether you are in violation when you ride your dirt bike in the forest, don't feel like the Lone Ranger. The Forest Service, BLM, and even State Parks have enforced it differently at various times.

Yet another amendment to the Vehicle Code (section 592) was added which further exempts vehicles from the street legal requirement on federal public lands where the cost of maintaining roadways is partially contributed to by *any* users.

The Off-Highway Vehicle Advisory Committee passed a resolution last year informing the BLM and Forest Service that they would be reluctant to approve any further grants to these agencies where they were enforcing vehicle code registration requirements on service and access roads. This appears to be an entirely reasonable resolution in light of the previously mentioned section 592.

The OHV Committee is simply making a statement that if they are going to provide a grant for development or maintenance in an area, that they expect this section of the law to apply. Otherwise, why spend Green Stickie money, only to have Green Stickie vehicles severely restricted? The Forest Service takes an interesting position on this question. In an internal memo dated Oct. 6, 1981, the Regional Forester states that "the Section 592 exemptions only apply on cost/share roads with respect to vehicle use *other than ORV use." (Emphasis is ours...Editor.)* There is the rub — we contribute to the Green Stickie Fund, the Fund is used to provide maintenance, then we should be allowed to have some access on the roads. Certainly we come under the definition of *"any* users."

Why do the land managing agencies feel a need to worry about what kind of registration is on a vehicle in these areas in the first place? The answer is they don't...not really at least. They have simply discovered this as a "management tool." Let me describe briefly a conversation I had about a year ago with one of the government perpetrators of a street legal restriction on a popular recreational dirt road. It is not important to know which agency or what area was involved, it is the process by which the agencies come up with the decision to enforce these regulations which is the lesson here. OK, the conversation went something like this:

I notice you are now posting street legal only signs on ---------- road.

Ranger: Yes that's right, we have found it to be a very effective way to "control" vehicle use on this particular stretch of road. In the past we have experienced many serious accidents in this area between autos and ORVs. Usually it involved an ORV which is traveling too fast, or making sudden turns.

Just so that I understand, you are telling me that I would not be allowed to operate, say a 90cc dirt bike on this dirt road if it was registered with a Green Stickie?

That's right.

Well suppose I happened to be riding a 500XL which was licensed for street use, this would be all right?

Yes, of course, as long as it has a license plate and not a Green Stickie, you are perfectly free to operate it on any of these trails.

Oh, then getting back to your original problem — do you find that riders of the 500cc bikes are more likely to ride considerably slower than the fella on that 90cc dirt bike?

Well, no. It's really a matter that there are only a few users here who have highway registrations on their dirt bikes.

So that's it, they really want to close these roads to ORV use but lacking other authority to do so, they invent this street legal requirement and effectively curtail the use of most ORVs.

But let's take a look at the problem from another angle. If indeed there is a problem with ORV operator safety, it should be addressed. What options does a manager have besides resorting to the de-facto closure inherent in the street legal restriction? Earlier I mentioned an Off-Highway Vehicle Code, let's look at some of its provisions...and the options it might provide for a creative land manager. Section 38280 allows any federal, state or local authority to place traffic control devices to warn or guide ORV traffic. Section 38305 establishes a basic speed law, section 38314 prohibits sudden turns unless they can be made safely, section 38316 deals with reckless driving, and finally 38380 allows managing agencies to require additional safety equipment in certain areas.

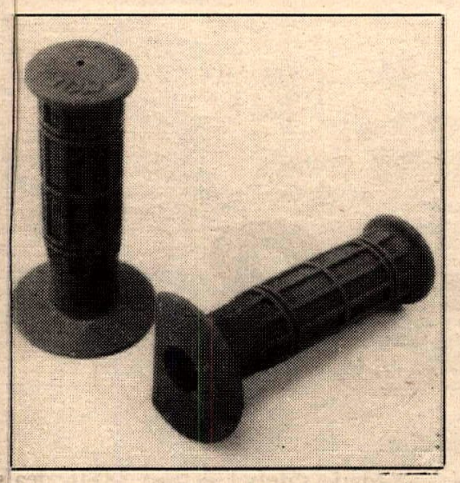
There are many other parts of this code, but by just resorting to some of those quoted, BLM, the Forest Service, or Parks can impose special speed limits; and otherwise control the flow of traffic in some of these areas without denying Green Stickie bikes that all important access.

I mentioned at the outset of this article that the inability to resolve this ticklish problem could have some fairly serious implications for the future of the Green Stickie program. I am concerned about what might eventually happen if the trend towards using this "overkill" management tool continues. Regular visitors to Pismo Beach have already talked of converting their bikes to "street legal." I have seen a street registered ATC185 already. It is surprisingly simple to accomplish — in fact the individual who converted his three-wheeler told me that he intended to market the equipment. The cost of conversion would be a modest $35 or so, and an investment of one or two hours' time.

Now since the OHV program is dependent on the Green Stickie vehicles for funds, it is clear that the very agencies who are now coming to rely on grants from this program, may be causing the beginning of the end of the program. Certainly if all of the popular areas become restricted to street legal vehicles, the ORV enthusiast will stop buying the Green Stickie and opt for a street license. It is easy to see how this could actually exacerbate the original problem of safety in areas where there is some travel by conventional vehicles. I for one would not like to see an influx of ATVs zipping down the paved highways.

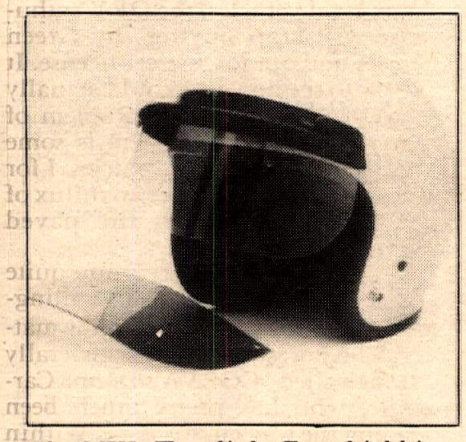
Where we go from here is now quite uncertain. BLM has stated a willingness to continue a dialog on the matter. The Forest Service has generally "stonewalled" CORVA's Donna Carnegie, who has pretty much been leading the way on this issue. Within the month, we should have the remaining positions filled on the new Off-Highway Vehicle Commission. It certainly looks like the Commission will inherit a very knotty problem to tackle early on. I wish them lots of luck in solving it. A lot rests on their and the land managing agencies' willingness to find a common ground. ●

NEW PRODUCTS



Cycle-Am StadiuMX Grips are built with two wire-tie grooves to provide extra holding power on rough terrain where grips can work loose. The clutch side grip is cut off to allow you to move the clutch lever down the handlebar without grip interference with the clutch lever dog-leg. The grips come in black, blue, green, red and yellow. They sell at Cycle-Am dealers for $5.95 per pair.

Roadman Street riding boots feature sturdy construction of high grade leather. They are pull-on boots and, at 12 inches high, come about halfway up the calf. The seams are double stitched. The sole features a unique pattern designed to aid the rider in wet or slippery conditions rather than be just something to keep your feet off the pavement. The boots sell for $79.95 from Roadman, Inc., Dept. CN, P.O. Box 78, Harrington Park, NJ 07640.



The MXL Tourlight Faceshield is a half-sized shield created for those who ride behind fairings or windscreens. The Tourlight allows plenty of air flow, is scratch resistant, and comes with clear and smoke tint quick-change lenses. It fits all three or five snap helmets. The Tourlight sells for $9.95 from dealers who carry the MXL/National Hydron line. ●

SPRING CLASSIC 83

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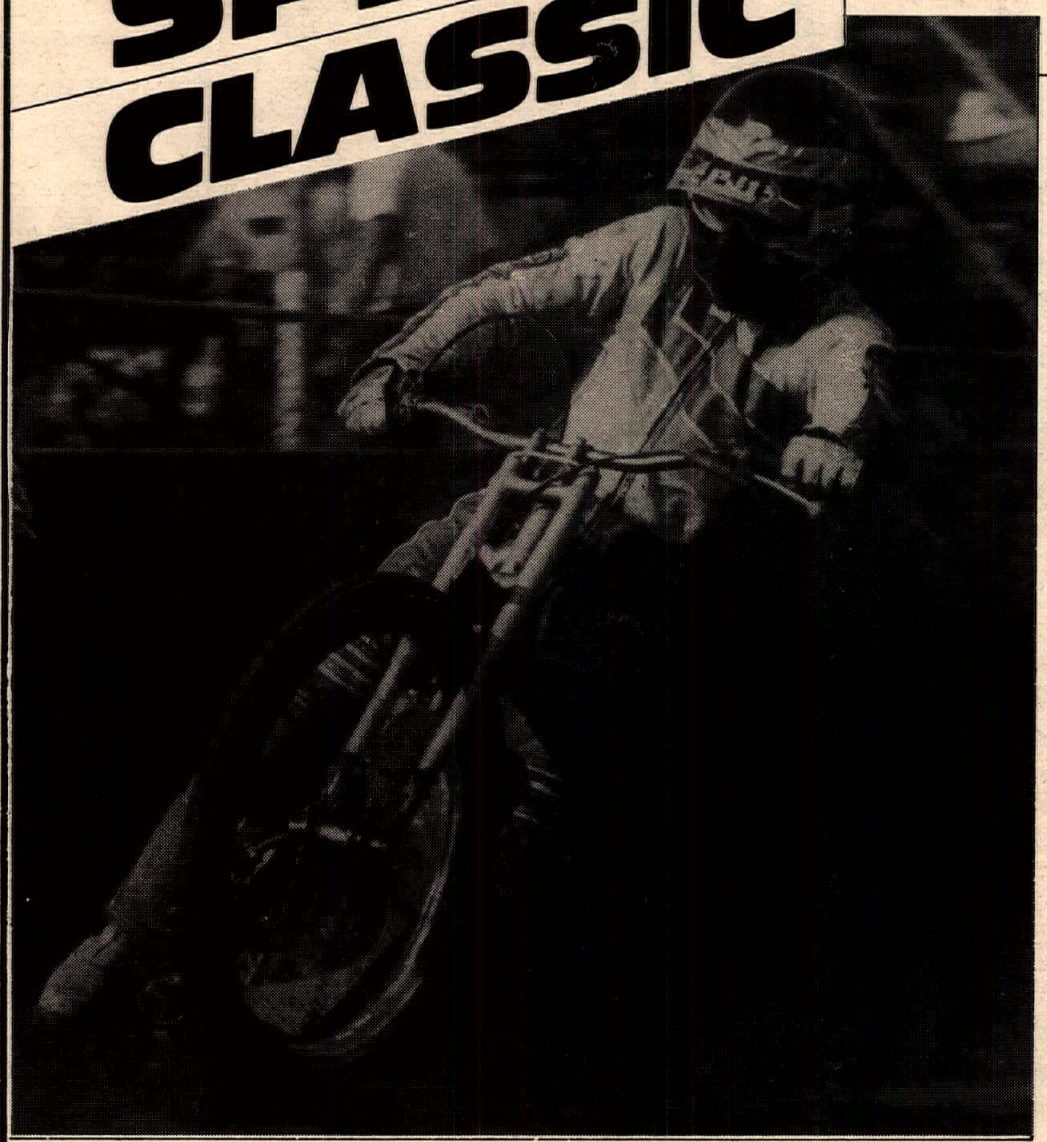

Photo by Scott Daloisio

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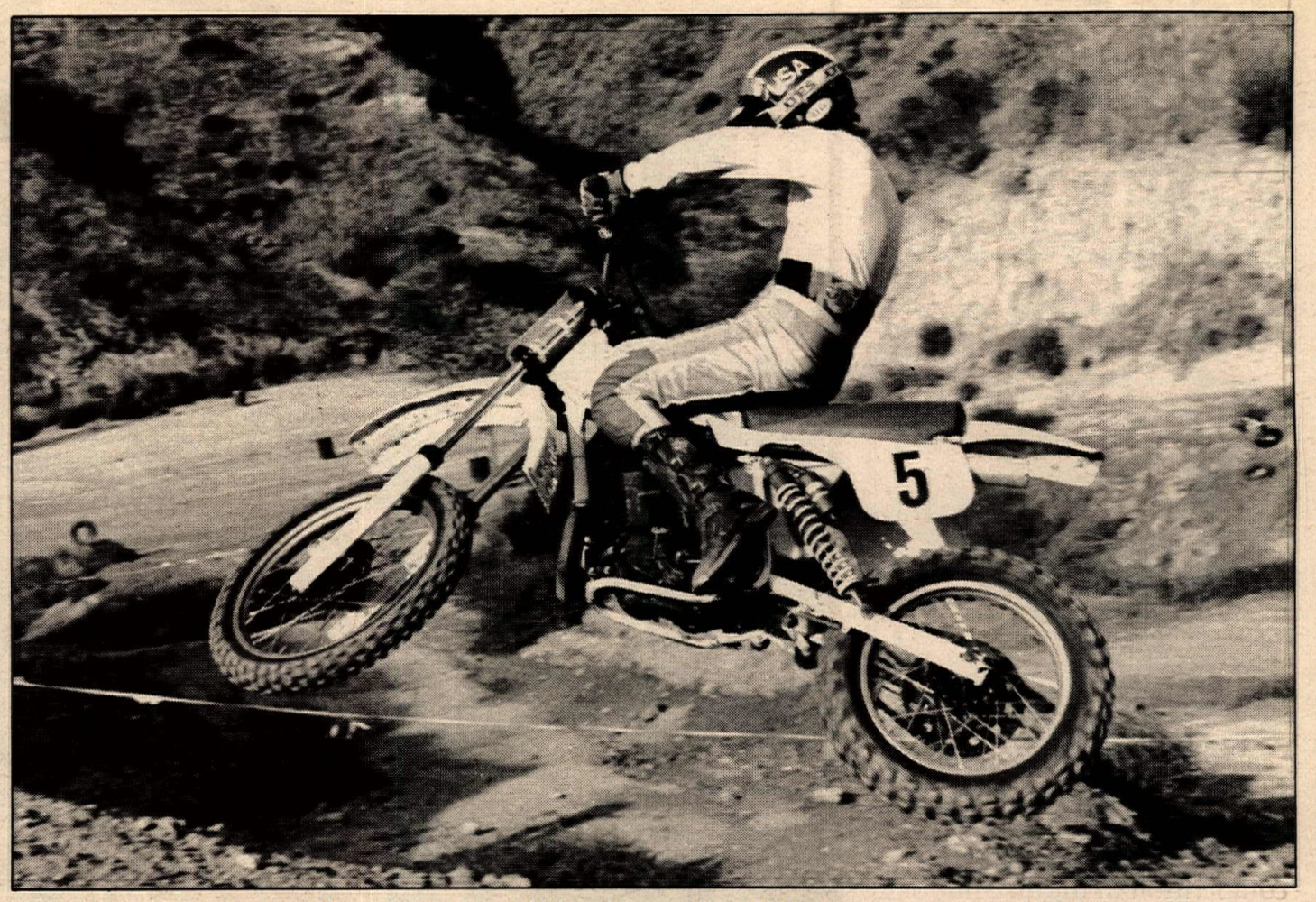


Once again Husqvarna star Larry Roeseler styled to the overall and Open Expert wins at the Four Aces' Moose run.

Roeseler: high card at Four Aces Moose Run

By Shirley Upp

FREMONT VALLEY, CA, FEB. 13 Husky rider Larry Roeseler overpowered over 450 riders and the elements in Fremont Valley this weekend as he took the Four Aces 33rd Moose Run overall win.

The Four Aces had layed out a 98 mile course. The first loop was 40 miles of fast, fun terrain with a few hills. The second loop consisted of some "various assorted" riding. There were problems on the second loop as desert winds were carrying away arrows and dayglow cards. Many riders got lost or ran out of gas.

At 10:00 a.m. the banner dropped and the Husky riders took quick leads. Roeseler had the lead at the bomb. Dan Smith (Hus) was closing in fast and passed Roeseler. His arms started to pump up and he slowed to relax them. Smith blew a turn and at the bottom of the first hill after "Whitys Wash" and it was once again Roeseler with the lead. Next came Doug Winchell, who has been having his share of bad luck lately, was pushing his 250cc hard and running first in class. Next came Dan Ashcraft followed by Tom Kelly. Seventh was first Open Amateur Doug Clark. Up with the front runners was Tom Elias at eighth and first C bike. On his tail was Darrin Cartwright, another C bike rider.

The Novice/Beginner start was a big one. The first bike past "Whitys Wash" was hard riding Bob Wells' C bike. Second was Fred Frenzel on his 250cc. Number 256 was third with Roger McCabe fourth. At fifth was another C bike ace, Tony Stuart.

After one loop it was Dan Ashcraft that had the lead coming into home-check. Not far behind was Roeseler. Dan Smith had taken the lead again, but about halfway around his transmission went. Cory Timms was now third Open Expert. Tom Kelly was in for the fourth spot after one loop. Howard McCasland, back on his Open bike, was doing a fine job at holding fifth overall. Bill Saltzman was first Open Vet through at sixth with Gary Charters seventh. Eighth was another of our top Vet riders Richard Jackson.

On the last loop the riders had their hands full with losing the course and trying to stay on their bikes. The winds were gusting so bad on the ridges that some riders were taking the short way down...over the side! With day glow cards gone, riders were hard put to find the course. Roeseler said he stopped four or five times trying to decide which way to go. Ashcraft was having the same problem and the two changed places four or five times for the last 58 miles.

At the finish it was Roeseler taking the checkered first with Ashcraft a close second. Larry said that at one point he stopped and looked at Ashcraft and shrugged his shoulders as to which way to go. He said, at the alternate gas, McCasland caught up with them and found the course first. Ashcraft had a cut face after taking a rock on the bomb run. Third was Cory Timms (Hus) who wanted to thank his sponsor Up-tight Husky in Santa Ana. The first three riders today were on Huskys. In at fourth overall was Howard McCasland. Howard was one of our over-the-cliff guys today, luckily he was able to get out of the canyon and come in for his well-earned finish. Ken Oviatt took fifth overall on his big KTM. Ken wanted to thank his sponsors B.C. Cycle Supply and Jesse's Cycle. Tom Mattox was the victor in the 250cc Vet duel today, taking his first in class at sixth overall. Another hard riding Mattox was Tom's brother Bill. Bill Mattox took a first in the 250cc Amateur class today at seventh overall. Eighth was second 250cc Vet Jeff Vaughn. In for a ninth was Ted Hunnicutt. Ted went down hard after his front axle backed out and his wheel came off. Luckily, he wasn't hurt and was able to continue his ride. Ron Shuler honored the 10th position and with it a first in the Open Amateur class. It was Richard Jackson, on two flat tires, in for a first in the Vet Open class.

In the Novice race, Greg Johnston, on a 250cc took the overall win. First Beginner overall was Jeff Bouchillon on his 490 Maico.

On Saturday two of our top 250cc riders, Andy Mathews and Troy Swafford, hit head-on while practicing the bomb run. Pre-riding the bomb run and returning on the same trail is just looking for trouble. District 37 will soon be making some new rules concerning this, keep informed or you'll be finding yourself disqualified. Andy and Jeff a speedy get well to you both. ●

Unofficial Results

OPEN EX: 1. L. Roeseler; 2. D. Ashcraft; 3. C. Timms.
OPEN AM: 1. R. Shuler; 2. D. Alexander; 3. D. Klohr.
OPEN NOV: 1. #220; 2. R. Guertin; 3. #241.
OPEN BEG: 1. #209; 2. #247; 3. #207.
250 EX: 1. S. Webb; 2. S. Zollinger; 3. B. Becker.
250 AM: 1. #167x; 2. D. Pairment; 3. B. Shaner.
250 NOV: 1. G. Johnston; 2. B. Shedd; 3. #555x.
250 BEG: 1. #189x; 2. T. Voss; 3. #159x.
C EX: 1. #128c; 2. 444c; 3. T. Elias.
C AM: 1. J. Braasch; 2. M. Day; 3. M. Monterone.
C NOV: 1. B. Wells; 2. #121c; 3. J. Rains.
C BEG: 1. D. Childs; 2. #142c; 3. M. Burroughs.
VET OPEN EX: 1. R. Jackson; 2. #V236; 3. C. Wolfson.
VET OPEN AM: 1. #V239; 2. D. Sheperd; 3. #V237
VET OPEN NOV: 1. #V242; 2. R. Curtsinger; 3. #V601.
VET OPEN BEG: 1. #V232; 2. B. Van Dyke; 3. D. Erlemann.
VET 250 EX: 1. T. Mattox; 2. J. Vaughn; 3. W. Anderson Jr.
VET 250 AM: 1. R. Paproski; 2. G. Loren.
VET 250 NOV: 1. #V95x; 2. #V87x; 3. V66x.
VET 250 BEG: 1. #V90x; 2. R. Curtsinger; 3. #V93x.
SR OPEN EX: 1. A. Knapp; 2. W. Cooper; 3. C. Morris.
SR OPEN AM: 1. #070; 2. A. Cossio; 3. B. Burch.
SR OPEN NOV: 1. #013; 2. W. Bennington; 3. D. Wilcox.
SR OPEN BEG: 1. L. Drewry; 2. #0145; 3. H. Ryan.
SR 250 EX: 1. D. Whitehorn; 2. A. Guzman.
SR 250 AM: 1. R. Watson; 2. Bill Healy; 3. R. Willis.
C SR EX: 1. D. Kersting; 2. L. Gordon; 3. #029c.
C SR BEG: 1. P. Terp; 2. C. Henderson.
WOMEN EX: 1. L. Farmer; 2. D. Holeman; 3. D. Engstrom.
WOMEN NOV: 1. #W35; 2. S. Dietz; 3. #W16.

PRODUCT EVALUATION

Simpson off-road helmet

When you head to the track or trails for a day of fun and/or competition in the dirt, one of the most important things you'll pack is your helmet. Simpson's model #52 off-road helmet has met all our requirements: It's Snell '80 approved, is comfortable, offers optimum peripheral vision, has adequate ventilation, and is cosmetically appealing.

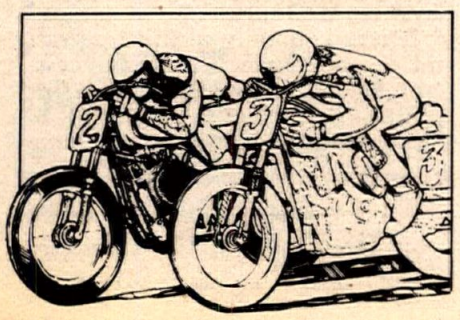
One plus with the Simpson is that it comes in hat sizes, offering an exact fit for each individual. The inner lining is spongy, yet firm, and has recessed space for your ears to fit comfortably. Foam inserts are provided, which can be fitted into the ear holes for extra soundproofing. The helmet stays in place on your head without feeling tight. The wide chin strap positions itself well near your neck, and once cinched up will not move around and rub your skin.

Model #52, released early in '82, has an updated mouthguard section which fits close to the face, yet is unobtrusive. The slotted area of the mouthguard provides ventilation through a wire mesh screen. The screen is tough enough to stop a rock or branch, and is also easily cleanable with water after a muddy event. The inside of the mouthguard section is lined with soft foam rubber, which will cushion the blow in the event of a crash.

Simpson's #52 offers protection, but without added weight — it weighs in at three pounds, two ounces. New bold Simpson graphics and a laminated finish that won't chip or scratch complete the package.

The Simpson model #52 retails for $139.95, and is available in yellow, red and white.

Tom Mueller



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Jeff Almond (306), 125cc Intermediate winner at Carlsbad, holeshots.

Jinx of 13th strikes CMC Carlsbad MX

By Kenneth Stein

CARLSBAD, CA, FEB. 13

Although little else seemed to go right at Carlsbad's Continental Motosports Club MX there were plenty of exciting races to help those in charge forget their troubles brought on by holding a race on the unlucky 13th.

The day started out with morning breath. The starting gate was broken, so each race had to be started with a flag. The first turn was the scene of pile-ups all day, and so much confusion ensued regarding who had fallen and been lapped in the first moto of the 250cc Intermediate class that it had to be rerun; the first time in memory that this has happened here. Jeff Almond's Suzuki was so mud-covered that his number plate became almost illegible, and he raced about blissfully unaware that the scorers couldn't find him. The organizers did the only thing they could, and reran the heat. Almond improved his conspicuousness thereafter, by grabbing the lead on the second lap and holding it to the end in each moto.

In the first moto of the 250cc Pro class Marc Howell (Yam) survived turn one beautifully, jumping to an immediate lead. Robbie Nolin (Yam) followed with Bryan Maloney (Hon) and Don Turk (Hon) in hot pursuit. Maloney moved to second on the fifth lap, but could not catch Howell. Turk squeezed past a tiring Nolin on the 11th lap for third.

The second moto began with Howell caught in the ceremonial turn one pile-up. Easily discouraged is not a good description of young Marc. After an 11th-place start in a 12-man race, Howell moved to fifth by lap two. Exiting turn one in last place was Nolin. Obviously refreshed by now, Nolin kept pace with Howell throughout the race. Meanwhile, Maloney, who had started in third, dispatched Turk, and when David Hopwood (Hon) crashed on the third lap, he inherited the lead. Howell and Nolin took over third and fourth at that time. Two laps later, Howell caught Turk for second. Nolin passed Turk on lap nine, but neither could make any progress on the hard-riding Maloney, who walked off with the winner's share of the prize money.

Results

125 INT: 1. Jeff Almond (Suz); 2. Randy Rush (Hon); 3. Mark King (Hon).
125 JR: 1. David S. Bowman (Yam); 2. Tim Toms (Hon); 3. Matt Wallace (Suz).
VET: 1. Alan Olson (Kaw).
VET INT: 1. R. D. Tuzinsky (Yam).
VET JR: 1. Dan Featheringgill (Kaw).
MINI JR: 1. Dale Welsh (Hon).
250 INT: 1. Lance Mason (Suz); 2. Vic Walker (Hon); 3. Jeff Mason (Suz).
OPEN JR: 1. Chris Elder (Hon); 2. Steve Bussell Sr. (Yam); 3. Jim Young (Suz).
125 PRO: 1. Michael Preston (Kaw); 2. Mike Fisher (Yam); 3. Roger Hayes (Suz).
250 PRO: 1. Bryon Maloney (Hon); 2. Marc Howell (Yam); 3. Robert Nolin (Yam).
OPEN PRO: 1. Scott Sargent (Suz); 2. Gordon Smith (Hon).
OPEN INT: 1. Vic Walker (Hon); 2. Don Martins (Suz).
250 JR: 1. Leonard Johnson (Hon); 2. Michael Bossza (Hon); 3. Martin Groat (Hon).

King: ruler at Saddleback Speedway

By Scott Daloisio

ORANGE, CA, FEB. 13

British League racer Lance King outclassed the competition to win his first race of the year this afternoon at Saddleback Park in the Speedway Pro class.

King (PJ1/JT Racing Wes) gated from the number three spot in the main and was the leader heading into turn one. Shawn McConnell and Greg Ayers (Wes) slipped by Bob Ott (Jaw) in the first turn to the second and third spots. McConnell (Vans/Oakley Jaw) took up the chase but was unable to catch the streaking 1982 California State Champion who took the checkered flag with a half straightaway lead.

In the first qualifying heat of the afternoon, King saw his hopes of a perfect day go up in smoke when rising star Ayers nipped him at the line for the win. McConnell and Ott came into the main event with perfect scores of nine points each.

New guy Jeff Springman (Jaw) handed Tommy Walton (2 Kenchu Racing Jaw) his first defeat of the year on the lightning quick Saddleback quarter mile to win the Semi-Pro main event. Walton went five for five on opening day and was three for three this afternoon, including a win over Springman heading into the main. As the pack jostled through the first bend, Trace Willis (Jaw) hit the dirt and was nailed by Walton, who did everything but go down. The momentary problem by the class-C Junior plate holder allowed Springman to charge into the lead chased by Don Butler (Jaw). Walton got back on track and was able to charge by Butler, but was unable to catch Springman.

Results

PRO: 1. Lance King; 2. Shawn McConnell; 3. Greg Ayers; 4. Bob Ott.
SEMI-PRO: 1. Jeff Springman; 2. Tommy Walton; 3. Don Butler; 4. Trace Willis.
AM: 1. Rick Smith; 2. Joel Windham; 3. Terry Clanton; 4. Bonzai Ellinor.

Willoughby, Dymond, Campbell fly Saddleback's MX

By Terry Whytal

ORANGE, CA, FEB. 12

Australian rider Darrel Willoughby piloted his Yamaha to the Open Pro overall victory at this week's Saddleback Motocross race, despite tough competition from Yamaha riders Pete Snorteland and Australian National Champ Stephen Gall.

Gall and Willoughby battled for the lead at the start of the first moto with Gall settling the dispute quickly and pulling away with a safe lead by the midway point. Willoughby continued to ride smoothly as Snorteland came up to challenge for the number two slot.

With two laps remaining, Gall felt the front wheel of his brand new YZ begin to wobble as the spokes loosened, and he pulled to the side of the track for a quick tighten job administered by Mr. Breker, father of Honda teamster Goat Breker.

Willoughby inherited the lead and was first to the checkers followed by Snorteland and Suzuki rider Gary Jones. Gall re-entered the race and finished ninth.

The second moto was dominated by Gall. The flying Aussie opened a huge lead over Snorteland and Willoughby, who continued their battle for second. Willoughby earned the overall win with Snorteland going home with the runner-up share of the purse and Jones claiming third. Gall's performance netted him fifth overall.

Honda rider Craig Cable took charge of the first 250cc Pro race with pressure being supplied by Wheelsmith Maico rider Micky Dymond and Honda-mounted Boo Stichter. Cable held on to top the moto as both Dymond and Stichter slowed with minor mechanical problems.

Moto two was a Dymond special; the young Maico rider easily running off with the front position. Cable placed second for the moto to finish second overall behind winner Dymond. Honda rider Matt Tedder came from behind to place third at the checkers and take third overall.

Kawasaki pilot Todd Campbell swept both motos of the 125cc Pro class. Campbell was clearly the fastest rider on the track — outdistancing his rivals by a large margin in each race. Team Tamm/Honda rider Jim Brodie scored second overall ahead of Yamaha-mounted Dennis Hulen.

Vet Expert winner Alan Olson piloted his Kawasaki to victory despite tough competition from Suzuki rider Marino Bastionell. Bastionell tried to move into the lead several times in moto one, but Olson kept the door shut and Bastionell had to settle for second.

Maico rider Jim Beltinck challenged the leaders in round two action, but once again Olson handled all comers and took the checkers first. Beltinck held off Bastionell for second place in the moto but Bastionell scored second overall with Beltinck taking third.

Results

OPEN PRO: 1. Darryl Willoughby (Yam); 2. Pete Snorteland (Yam); 3. Gary Jones (Suz).
250 PRO: 1. Micky Dymond (Mai); 2. Craig Cable (Hon); 3. Matt Tedder (Hon).
125 PRO: 1. Todd Campbell (Kaw); 2. Jim Brodie (Hon); 3. DJ Hulen (Yam).
OPEN INT: 1. Rusty Hannah (Suz); 2. Jeff Long (Hon); 3. Kelly Saulie (Yam).
250 INT: 1. Glen Wells (Hon); 2. Steve Weidler (Yam); 3. Gary Sewell (Hon).
125 INT: 1. Brett Redman (Yam); 2. Terry Fowler (Yam); 3. Paul Denis (Kaw).
VET EX: 1. Alan Olson (Kaw); 2. Marino Bastionell (Suz); 3. Jim Beltinck (Mai).
VET NOV: 1. Steve Dietrich (Suz); 2. Kurt Sofka (Yam); 3. Jerry Thayer (Hon).
OPEN NOV: 1. Bob Watson (Hon); 2. Jeff Clausen (Hon); 3. Bill Sylva (Suz).
250 NOV: 1. Jeff Purch (Yam); 2. Marty Desbrow (Hon); 3. Mike Musson (Suz).
125 NOV: 1. Tim Whitlock (Suz); 2. Richard Oliver (Yam); 3. Bill Clemson (Yam).
250 BEG: 1. Chuck Coiner (Suz); 2. Steve Johnson (Yam); 3. David Correa (Yam).
125 BEG: 1. Kenny Owens (Suz); 2. Terry Rhodes (Hon); 3. Mike Hooker (Hus).
WOMEN EX: 1. Debbie Mathews (Hon); 2. Helen Leitner (KTM); 3. Cori Rosenberg (Suz).
MINI NOV: 1. Bobby Gordon (Yam); 2. J. Mendoza (Yam); 3. Ward Basset (Yam).
MINI BEG: 1. John Restivo (Kaw); 2. Randy Danya (Yam); 3. Mike Reiley (Hon).

Dymond shines in the rough

By Terry Rezek

ORANGE, CA, FEB. 13

Micky Dymond overcame a disastrous start in the Pro event of today's California Racing Club Diamondback GP to stage a spectacular come-from-behind charge and take first overall against powerful competition.

There were three bike classes and starts. The big bores were first and Chris Cole was first off that row, but Scott Cavness and his Anaheim Suzuki won the drag race up the hill. Brad McLeod "mcleaped" his Foothill Yamaha away from the other 250's on the second row over Marc Johnson and Mike Beier. Micky Dymond had a little trouble waking up his bike and got moving 100 yards behind the others.

The 125's started with a dead heat among Chris Taylor, Rod Richardson and Doug Dubach. With Cavness leading the way, Bruce McDougal showed up in second with his Escondido Honda and Ron Utaski's DF Yamaha rounded out the big three.

Back in the 250's, Beier had slipped ahead of McLeod for the moment, Dymond was running fourth 250cc. Todd Campbell blasted his Team Green Kawasaki past the knot of early leaders and was in firm command of the 125's.

Cavness and McDougal were getting more airtime than the helicopters fluttering about the area.

In just three laps from the start, Dymond had moved to third 250cc and was beginning to close on McLeod. Campbell was still leading the 125's, but Dubach had shaken off the pack and had his Anaheim Suzuki in Campbell's shadow.

By the fifth lap, Dymond was in position and took second 250cc right in front of the pit row crowd. Dymond passed Beier in mid-air for the 250cc lead, third overall. Campbell showed almost the same style, moving into fifth overall.

Cavness has opened up about 200 yards over McDougal, but Dymond has closed in from the other side and flashes by to take second. He wants that first overall.

Dymond was a missile with his tracker in the acquire mode and Cavness was the target. In one quick lap, the 200 yard margin was gone and Dymond was only a fender's width away. Dymond and Cavness were side by side going up a gnarly hill; Cavness got trapped inside where the track was roughest, and Dymond cut by and flew down the hill as if he had two more leaders to catch. He never backed off and continued to open a huge lead.

With Dymond gleaming in the distance, the battle now was for second. The last lap was as furious as the first, and Beier got to within inches of Cavness. McDougal moved up and by Beier to come in at third overall and second Open behind Cavness. Campbell maintained his pace to finish fifth overall and first 125cc. Dubach finished second 125cc. ●

Results

125: 1. Todd Campbell (Kaw); 2. Doug Dubach (Suz); 3. Chris Taylor (Kaw).
250: 1. Micky Dymond (Mai); 2. Mike Beier (Yam); 3. Brad McLeod (Yam).
OPEN: 1. Scott Cavness (Suz); 2. Bruce McDougal (Hon); 3. Ron Utaski (Yam).

NORTHERN DATELINE

Sills slides to top of Spillway's Novices

By Jim Pluhar
SANTA MARIA, CA, FEB. 13

Spillway Park held their first motocross race under new management today. Even though the weather was poor the previous day, some 50 riders came out to brave the mud and puddles and help the new owners initiate the newly designed track. The most inventive course change was the moving of the starting line from a point out in the "boonies," where it was invisible to the average spectator, to a place near the finish line. This change, not yet in effect, is a set of aluminum bleachers — ordered to give the spectators a point of relative comfort from which to view the events.

In the Mini Junior division, Paul Blomquest scored back-to-back victories in his motos to gain first place for the day, while Dallen McKenney and Mickey Elsbery finished first and second respectively in the Mini Intermediate class.

Jeff Sills won the 125cc Junior division with 2-1 finishes, giving him a total of three for the day. Mickey Elsbery was second with five points and Leland Ayer captured third with a seven point total.

Tony Toste had it all his way in the 125cc Intermediate class with two first place finishes; Gary Riekki was second with four points and Skeeter Lyerla came in third with a six point total.

Another two time winner was Kevin Field in the 125cc Pro division. Jim Keese finished second, totaling four points for the day, and Paul Villa was third with a total of six.

The 250cc Junior/Open Junior class was won by Vic Scarbrough, who totaled three points for his two events; Mark Moore registered second for the day with four points.

Tom MacFarlane won both halves of the 250cc Intermediate/Open Intermediate class events to score a perfect two for the day. Bruce Carlisle and Mike Pryor finished second and third, both with totals of five, but Carlisle had the better finish in the second moto.

In the 250cc Pro class, Brett Cross and Rob Martindale fought it out in both of their events with Cross being a little stronger in late going in both races. Cross took first with a total of two while Martindale had to settle for second with a four point tally.

Storbeck, Jaimet hold GSS Amateur leads at Reef Ridge

By John Bethea
REEF RIDGE, CA, FEB. 4

Huron Cycle Park was under water from the rains. Faced with the fifth round of the Continental Motosports Club's/ Preston Petty Golden State Series to be held with no race track available was a perplexing problem, but promoter Rick Worth found a friend who had some land in some rolling hills some 30 miles to the west, and he said they could use it for a one-time only race track.

Whaa-Laa! Reef Ridge Raceway was born and the track bannered off on Friday and when the racers pulled in on Saturday morning, the virgin land had them dazzled. Lush, green hills with lots of tricky things to keep it interesting. A bit cold, and a little misty at times, but considering the rains and such this past month, it did stand up well and the racing was tough, as usual.

There are no more perfect scores through five weekends of competition, so the overall races for the eight Pro-Am Trailers are really getting intense. However, if he stays true to form, it looks like Texan Danny Storbeck will be towing one of the prizes home with him in a couple weeks. Storbeck won his fourth series 125cc Intermediate event, raising his total to 96, some 21 points ahead of his closest rival, Tyson Vohland of Sacramento. With 20 points awarded to the winner at Hollister next round and 40 (double points) for the finale at Saddleback, it could change abruptly. Kurt Henricksen finished third on the day and lays in third in the standings with 72.

Curt Jaimet (Hon) got a little help from Larry Lawrence (Hon) to win the 250cc Intermediate division two and extend his lead in the standings to 22. Lawrence won the first moto, but fell back to a disappointing ninth in the second. Meanwhile, Jaimet was runner-up to Lawrence in the first moto, but won the second. Larry did get a surprising third overall. Aurelio Siracusa took second over all with, amazingly, a third and a sixth!

Top point man in the 500cc Intermediate class is Richard Boe (Hus), but he could only manage a third this time out. Mark Bledsoe, of Taft, riding his first race of the series, took both motos. Doug Taft pulled to within a dozen points of Boe with his second this weekend. Boe has 65 and Taft 53.

The three motorcycle classes for Juniors also each get a Pro-Am trailer, and leading the 125s, with a victory this time out, is Mike Gilmartin (Hon) of Encinitas, winning both races. His score of 72 is 10 ahead of Joseph Crouch (Suz) and 15 above Dale Himmelreich (Suz). Ironically, thats how they finished up overall this weekend.

Results

60 (THRU 8): 1. D. Huffman (Kaw); 2. J. James (Kaw).
60 JR (9-11): 1. E. Alstrin (Kaw); 2. T. O'Rear (Kaw); 3. D. Piantanida (Hon).
60 INT (9-11): 1. M. Pascarella (Kaw); 2. B. Antunez (Kaw); 3. S. Kotajarvi (Kaw).
80 JR (9-11) STK: 1. T. Pipes (Hon); 2. S. Blanchard (Yam); 3. D. Huston (Yam).
80 INT (9-11) STK: 1. T. Vohland (Yam); 2. S. Kotajarvi (Kaw); 3. M. Pascarella (Kaw).
80 JR (9-11) MOD: 1. T. Pipes (Hon); 2. S. Blanchard (Yam); 3. D. Huston (Yam).
80 INT (9-11) MOD: 1. T. Vohland (Yam); 2. R. Densford (Hon); 3. M. Pascarella (Kaw).
80 JR (12-16) STK DIV 1: 1. M. Kiedrowski (Kaw); 2. D. Snyder (Hon); 3. A. Gayton (Kaw).
80 JR (12-16) STK DIV 2: 1. C. Miller (Suz); 2. R. Bates (Yam); 3. J. King (Hon).
80 INT (12-16) STK: 1. D. Matson (Yam); 2. C. Burgess (Kaw); 3. T. Szucsko (Kaw).
80 JR (12-16) MOD: 1. R. Bates (Yam); 2. A. Gayton (Kaw); 3. M. Kiedrowski (Kaw).
80 INT (12-16) MOD: 1. C. Branch (Kaw); 2. T. Davis (Yam); 3. T. Szucsko (Kaw).
125 JR DIV 1: 1. R. Giroux (Yam); 2. J. Wardell (Yam); 3. D. Hamilton (Yam).
125 JR DIV 2: 1. M. Gilmartin (Hon); 2. J. Crouch (Suz); 3. D. Himmelreich (Suz).
125 INT: 1. D. Storbeck (Yam); 2. T. Vohland (Hon); 3. K. Henricksen (Yam).
250 JR: 1. M. Desbrow (Hon); 2. D. Moore (Yam); 3. D. Quale (Yam).
250 INT DIV 1: 1. D. Welsh (Hon); 2. C. McCoy (Hon); 3. L. DeLey (Suz).
250 INT DIV 2: 1. C. Jaimet (Hon); 2. A. Siracusa (Hon); 3. L. Lawrence (Hon).
500 JR: 1. M. Garcia (Yam); 2. D. Lundquist (Hon); 3. M. Brown (Hon).
500 INT: 1. M. Bledsoe (Hon); 2. D. Taft (Yam); 3. R. Boe (Hus).
80 EX: 1. B. Moore (Yam); 2. B. Manneh (Kaw); 3. W. Surratt (Kaw).
VET JR: 1. T. Stidham (Mai); 2. G. Trower (Mai).
VET INT: 1. J. McCormick (Tim); 2. R. Cole (Mai); 3. J. Cook (Mai).
VET MASTER: 1. C. Smart (Yam); 2. K. Ratzloff (Hon); 3. B. Presser (Mai).
OT INT: 1. W. Pritchett (Yam); 2. S. Bussell Sr. (Yam).

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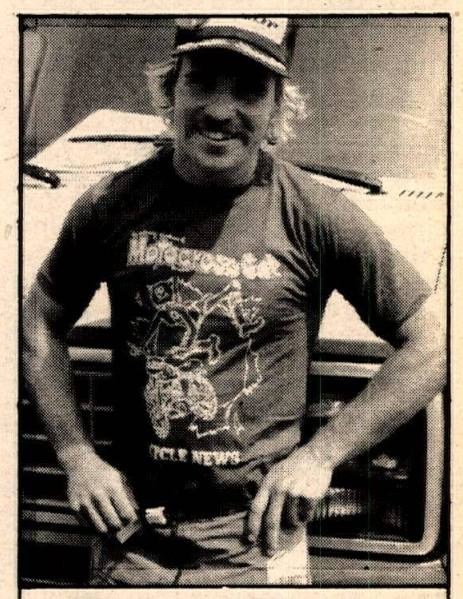

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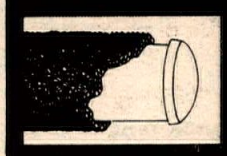

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NORTHERN DATELINE

Track conditions at Eugene motocross could have been better.

Cunningham collects Eugene MX mudbowl wins

By Suanne Light
Photo by Clay Light

EUGENE, OR, FEB. 13

Curt Cunningham (Eastside Kaw) turned in a double moto domination at Emerald Racing Association's muddy motocross, the muddiest race in the past two seasons. Cunningham's Mini Intermediate blitz was one of four perfect 1-1 scores of the day. Larry Brumwell (Kaw) took the 125cc Pro class going 2-1 and Ben Grable (Albany Hus) the Open Pro with a 1-1.

Cunningham collected holeshot honors in the first round of action, running the full length course over Suzuki riders Daren Fleming and Ed Portz. Matt Ramey (Herb's Yam) was also picking off riders and moved to fourth, then made a valiant effort and settled into third ahead of the pesky Portz. Meanwhile, Cunningham ran away.

Moto two had it again Cunningham's way off the line with Fleming once again in the runner-up spot. Portz and Ramey were exchanging positions in their own private war. Portz took command late in the race to succeed in his battle for third and third overall behind Cunningham and Fleming.

The largest class of the day was the 125cc Novice class at 16. Curt Davis (Yam) led the field into the tight, muddy turn one followed by David Fox (Yam) and Doug Eagon (Hon). Fox quickly reeled in Davis and set out to destroy the pack, leading the mayhem to the checkered flag, while riders were strewn around Roger Campbell's uniquely-designed 2.0-mile course.

Moto two had Fox again lead, looking like a winner, only to lose it somewhere in the soup and hand the overall to Davis, who was right there to swoop it up with a 2-1. Second went to Eagon (3-2) and third to Fox with a 1-5 tally.

Open Novice action was much the same as two riders controlled both grueling motos. Max Jones (Suz) led moto one, but not for long as local rider Tim Cooper put his Honda into the lead for the duration. Cooper bested Jones and Norman Twa (Hon), who came a long, long way down from British Columbia, Canada. Jones came back to win the second moto in a tug of war between himself and Cooper. Jones won the overall over Cooper's 1-2 and Twa's 3-3.

Results

OPEN PRO: 1. Ben Grable (Hus); 2. Terry Baker (Mai).
125 PRO: 1. Larry Brumwell (Kaw); 2. Joe Spangler (Kaw); 3. Loch Names (Suz).
OPEN INT: 1. Keith Eckelman (Yam).
250 INT: 1. Dave Beck (Suz); 2. Don Robinson (Kaw).
125 INT: 1. Lonny Sayles (Yam).
MINI INT: 1. Curt Cunningham (Kaw); 2. Daren Fleming (Suz); 3. Ed Portz (Suz).
PEE WEE INT: 1. Jeff Daily (Kaw); 2. Chuckie Standeford (Kaw); 3. Ryan Huffman (Yam).
OPEN NOV: 1. Max Jones (Suz); 2. Tim Cooper (Hon); 3. Norman Twa (Hon).
250 NOV: 1. Mike Burke (Yam); 2. Dave Bacon (Yam); 3. Dave Meadows (Hon).
125 NOV: 1. Curt Davis (Yam); 2. Doug Eagon (Hon); 3. David Fox (Yam).
MINI NOV: 1. Ryan Holm (Yam); 2. David Elliot (Yam).

Glender, Lawrence, Huffman grab Corvallis ST wins

By Suanne Light

CORVALLIS, OR, FEB. 5

Chuck Glender (KRW/Freelance Hair Design/Light Racing Prod./Hon) and fellow AMA Novice Mike Huffman (Yamaha/Hon of Roseburg/Huffman-Wright Logging/Hon) took well deserved wins in the Open A and Pro main events, at Benton County Fairgrounds in Corvallis, on one of the best days of racing yet in the 1982-83 season. AMA Novice Mike Lawrence (Bennett Lectron/Out Front Number Plates/Simpson/Hon) made it another Novice sweep by taking the 250cc Pro main event over AMA Junior Scott Miller (Trak Tak/C-A/Out Front Number Plates).

Ten riders lined up for one of the best 125cc mains of the season. Four heat victors lined up in row one — Brian Riley (Hon), Robbie Blagg (Simpson/Maxima/Specialty Cycles/Yam), Tommy Parent (Yam) and Clay Light (Simpson/Seer/LOP/Bosch/Yam). Lapped riders again played havoc as Blagg, Riley and Light all had ruined chances of victory because of lappers. Riley was centerpunched early in the 10-lap main, which put Light into a commanding lead until being taken out by lappers. Parent went to a lead that would go to the checkers over Riley and Light. Bob Wilson (Suz) was fourth.

Verl Smith (Vern's Air Sales/Out Front Number Plates/Ray's Truckin'/Yam) grabbed the lead at the start of the 500cc A main event over Glender, Turnbull, Marty Zirbel (Yam) and AMA Junior Mike Oglesbee (N-D/Maxima/Hon). Glender took over the lead on lap two and led it for the duration. Bruce Turnbull (Yam) hounded in third. Smith dropped to third when Turnbull got by, but Glender was long gone and snagged the win.

Turnbull's late rally was good for second; Smith was third.

Scott Miller (C-A) led the start of the 15-lap 250cc Pro main event with Lawrence, Steve Kendig (Hus), Huffman and Bob Mahr (Freds Cycle City/Bul) leading in an all-out shootout. Lawrence slid underneath Miller on lap three and left the dicing to Miller, Mahr and AMA Junior Harry Thomas (Penny Poke Farms/Simpson/Kaw). Miller got out of shape, which put Lawrence in full command of first place for the remainder of the event. Miller berzerked his way to second, holding off Mahr.

AMA Junior Tony Overman put his 500 Yamaha into the lead, at the snap of the rubber band, to lead the Open Pros into tight turn one. For 15 laps there was an all out warfare between Overman, Glender, Turnbull and Dave Vasalaskaus (Yam). Overman pulled away with an early half-lap lead and was out to destroy the class, but with two laps to go, he threw a chain which let second placed Huffman take over the lead to the checkered flag for his first win of 1983.

Results

OPEN PRO: 1. Mike Huffman (Hon); 2. Mike Oglesbee (Hon); 3. Chuck Glender (Hon).
250 PRO: 1. Mike Lawrence (Hon); 2. Scott Miller (C-A); 3. Bob Mahr (Bul).
OPEN A: 1. Chuck Glender (Hon); 2. Bruce Turnbull (Yam); 3. Verl Smith (Yam).
250 A: 1. Steve Kendig (Hus); 2. Scott Miller (C-A); 3. Harry Thomas (Kaw).
125 A: 1. Tommy Parent (Yam); 2. Brian Riley (Hon); 3. Clay Light (Yam).
MINI A MAIN: 1. Tricia Lyons (Yam); 2. Rich Murray (Yam); 3. Doreen Cain (Yam).

Bozarth solos to Pepsi Challenge 140 team race win

By Kathi Davis

BEND, OR, FEB. 5

Riding solo on a 495 KTM, Rick Bozarth led the Pepsi Challenge 140-mile desert team race from start to finish, taking a well-deserved overall win before collapsing from exhaustion after the finish.

Bozarth led it at the bomb with Mike Howard (Hus), Allen Holley (Hon), Edd Price (Hus) and the Dower brothers, Bill and Mark, behind dicing for position. Howard slowed when his forearms pumped up, and Holley crashed and eventually retired (more on that later). So at the end of the loop, Price was running second overall and first 250cc, followed by Bill Dowers (Hus), Mark Dowers and Howard.

On the second lap, Brad Turnidge (KTM) moved up from the seventh overall position he'd taken from partner Rod Keller (KTM) to second overall. Turnidge did it in just 35 miles, riding on a knee that was not yet fully recovered from surgery.

Also on the second lap, the Idaho team of Ron Dillon (KTM) and Howard Pickett (Yam) moved up to third overall with a charge by Pickett. Price's teammate, Randy Wing (KTM), held fourth overall. The team of Cliff Humbard (Yam) and David Morton (Hus) had moved ahead of Howard and teammate Terry Bennett (Hus).

The third lap saw the top two positions hold, but Price moved his team back up to third overall, second Heavyweight Expert team. Dillon and Pickett were a minute behind in fourth overall. At eighth overall, the Husky-mounted team of Rick McUne and Lyle Wollem were leading the Class 30 Experts. Idaho's hot Lightweight Expert team of Steve Henry (KTM) and Robert Nacholas (Yam) had broken the top 10 and were looking very strong.

At the end of the fourth lap came the end of the race, and Bozarth took the checkered flag with a two-minute lead on Turnidge and Keller. Bozarth did show the effects of running wide open for 140 miles, as he collapsed after getting off his machine.

Out on the course, Pickett charged past Wing to net himself and Dillon third overall, second Heavyweight Expert team. Price and Wing had to settle for fourth overall, third in class.

McUne and Wollem held on to take the Class 30 win over the Husky/KTM pairing of Phil Nordstrom and Mike Mather. Henry and Nacholas destroyed the Lightweight Expert class with a ninth overall finish. In Class 40 Expert, the team of Sonny Neff and Dave Galloway rode their KTMs in for the win over Denny Olson (Mai) and DeWayne Potts (Hus). Bill Dowers recovered from losing a complete rear tire to finish second Ironman Expert.

The true hero of the day didn't even get a trophy. As mentioned earlier, Allen Holley crashed on the first lap. He injured his wrist and was just trying to finish the first lap so his partner could finish the race. A rider passed him at a high rate of speed, and seconds later, endoed. Holley, who has had first aid training, stopped to see if the rider was all right. Far from all right, the rider was unconscious and not breathing. Holley went to work and the rider quickly began breathing again and regained consciousness. After Holley was sure the rider was OK to be left by himself, he rode to the next check to get help. Holley said later that he only knew the rider by the name, Bob, and that he saw him walking out of the ambulance later in the day. Good going, Allen... •

Results

LIGHTWEIGHT EX: 1. Steve Henry (KTM)/Robert Nacholas (Yam); 2. Jim Servo (Yam)/Dan Harte (Hus); 3. Wayne Krug (Yam)/Willis Taylor (Kaw).
HEAVYWEIGHT EX: 1. Brad Turnidge (KTM)/Rod Keller (KTM); 2. Ron Dillion (KTM)/Howard Pickett (Yam); 3. Edd Price (Hus)/Randy Wing (KTM).
IRONMAN EX: 1. Rick Bozarth (KTM); 2. Bill Dowers (Hus); 3. William Perkins (Yam).
CLASS 30 EX: 1. Rick McUne (Hus)/Lyle Wollam (Hus); 2. Phil Nordstrom (Hus)/Mike Mather (KTM); 3. Don Moody (Yam)/Joe Corder (Hus).
CLASS 40 EX: 1. Sonny Neff (KTM)/Dave Galloway (KTM); 2. Denny Olson (Mai)/Dewayne Potts (Hus); 3. Jack Burgoyne (Hus)/Dewain Beard (Yam).
CLASS 30 IRONMAN EX: 1. Dave Russell (Hus); 2. Gary Dicheme (KTM); 3. Mike McAllister (Yam).
IRONMAN AM: 1. Guy McMannis (Yam); 2. Bill Grable (Yam); 3. Richard Welch (Yam).
HEAVY WEIGHT AM: 1. John White (Yam)/Bob McAllister (Yam); 2. Marty Clough (Hus)/Ron Vandehey (Hus); 3. Wendell Gump/Gary Gump (Hus).
LIGHT WEIGHT AM: 1. Pat Sams/Lyle Perkins; 2. Dave Evans/Sam Evans; 3. John Phillips/Keith Cayten.
CLASS 30 AM: 1. Vern Brown/Jerry Young; 2. David Weletser/Robert Smith; 3. Jim Parks/Larry Sause.
CLASS 40 AM: 1. Jess Walker/Jerry Guillickson; 2. John Cunningham/Lloyd Westby.
BEG: 1. Danny Quinn/Jerry Radford; 2. Sean Olmstead/Brian Olstead; 3. Dave Scott/Bill Barnett.

(Continued from page 7)

them they fell off in front of about a thousand people.

This guy talks to animals and says they talk to him — but nobody can prove it either way. But his ability to make you think he does has gained him worldwide recognition.

I am speaking, of course, about Dale Singleton, the two time Daytona 200 winner from beautiful downtown Dalton, GA, which is located somewhere south of Detroit and north of Miami.

Dale recently announced that he would not be an entry this year for the March 13 200-miler. This comes after four straight years of either winning or finishing in the top five!

He has been frustrated the past couple of seasons about getting full or partial factory support, any factory. He has ridden 800 solid miles in the last four Daytona events on machinery that he claims is not anywhere near as good, or as fast, as what many other riders have. Yet he has the best consecutive four-year record of any rider who has ever competed in the Daytona 200, at the speedway or on the old beach course!

Dale and I first teamed up in '79, early in the race week. He wanted to introduce me to a "friend" of his, so he said.

We went to his garage and he started talking loudly and clearly to nobody I could see. I then looked down and in a box was a baby pig that was soon to become the famous "Elmer I."

One thing led to another and I convinced Dale (pronounced "Dial" if you are from the Dalton area) to bring Elmer on my nightly radio show at the Hawaiian Inn on the beach.

Singleton went even further. He had also brought a very good looking young lady to Daytona that year as well. He brought her into the hotel all dressed up in an inflated "Miss Piggy" type costume and paraded her around the showroom before we ever got to Elmer.

The first Elmer was nervous in front of about 800 people but Dale said not to worry, we only needed a small cocktail table for the pig to stand on while we did the interview about serious racing.

He planted the pig on the table and we were underway with a ritual that became an annual night four years running at the show.

Elmer stole the show, first watering down the table and later letting go with a full load of frosting, if you know what I mean!

The crowd went nuts and roared so loud that we just quit talking while Elmer did his thing. The hotel manager was going out of his mind, worrying about the city health inspectors dropping by.

Word spread like fire through the pit area at the track the next day and a star was born. Either people wanted to see the rider who had a baby pig, or they wanted to see the pig that was with a somewhat unknown rider.

Like all good stories it had a great ending in '79. Dale went on to win the 200 and Elmer talked to me on the microphone in the winner's circle, and then went and hid in the corner while Dale drank champagne, got lots of kisses and the gang from Dalton went wild.

Each year since that time Dale has brought another baby pig to Daytona and each year both have been stars. When Dale first went to Europe in '79 they wanted him, but they also wanted Elmer. Dale had to go hill and dale in each country to find a pig and pass him off as Elmer.

Each year Dale has come to Daytona knowing that he will not be the fastest rider on the track in practice or on race day. Sometimes he qualifies for the front row, sometimes he doesn't.

Every year he tells anybody that wants to ask or listen that he does not have a fast engine, can't get all the good parts, and will be lucky to finish.

You see, Dale, in spite of all that hokum that comes off like a guy that just got off the turnip truck, is one smart person. He knows publicity, understands promotion and puts on a great act for people. To think that Dale Singleton is a quart low is a gross error.

He will talk to anybody, give autographs to all who request one, give credit to his fellow racers, and never forget who his sponsors are.

Each year in the past four Daytonas, Dale is usually nowhere around the dozen or so early front runners. He is usually buried deep in the middle of the 80-rider field. Then along about the 100-mile, or halfway, mark there is old number 30 chugging, plugging and gaining ground.

He has pulled it off twice and on two other occasions come very close to making it four in a row. The engine never misses a beat.

Maybe a lot of people just never took him too seriously. He is not cut out of the usual motorcycle racer mold, whatever that is.

But he has proven that he can beat the best road racers in the world on the fastest road race course in existence. He has proven he can compete with the finest bikes that factories can prepare. He has beaten world, regional and backyard champs.

Dale has proven he can grab an audience and hold them in his hand for over an hour. He can talk to anybody about anything. And he comes about as close to being a reporter's dream interview as one can find.

He wrote the song about the pig a couple of years ago, built a band to play the music and they all dressed like hillbillies. The last line of the song went something like this, "Elmer, if you don't come through, your ass is barbeque." That line alone is better than any in the top "40" on the charts today.

Now Singleton is giving up bikes for stock car racing. "Dial," the good ole boy from Dalton, is now going to be one of many good ole boys on the NASCAR circuit, so they say.

I hope he comes to Daytona this year just to watch and to be on the radio show. He's the kind of guy that does not have to be a winner to be remembered for all the good and crazy things he has done both on and off the track.

They call him "The Pig Farmer" but he probably has been no closer to a pig farm than 30,000 feet when he passes over one in a plane. But most people think he is a pig farmer who also was one fine road racer.

Dale Singleton will not go down in the record books as a big winner on the track. Yes, he did win a few other major events in the U.S. and Canada, but never really set the world on fire when it comes to the numbers.

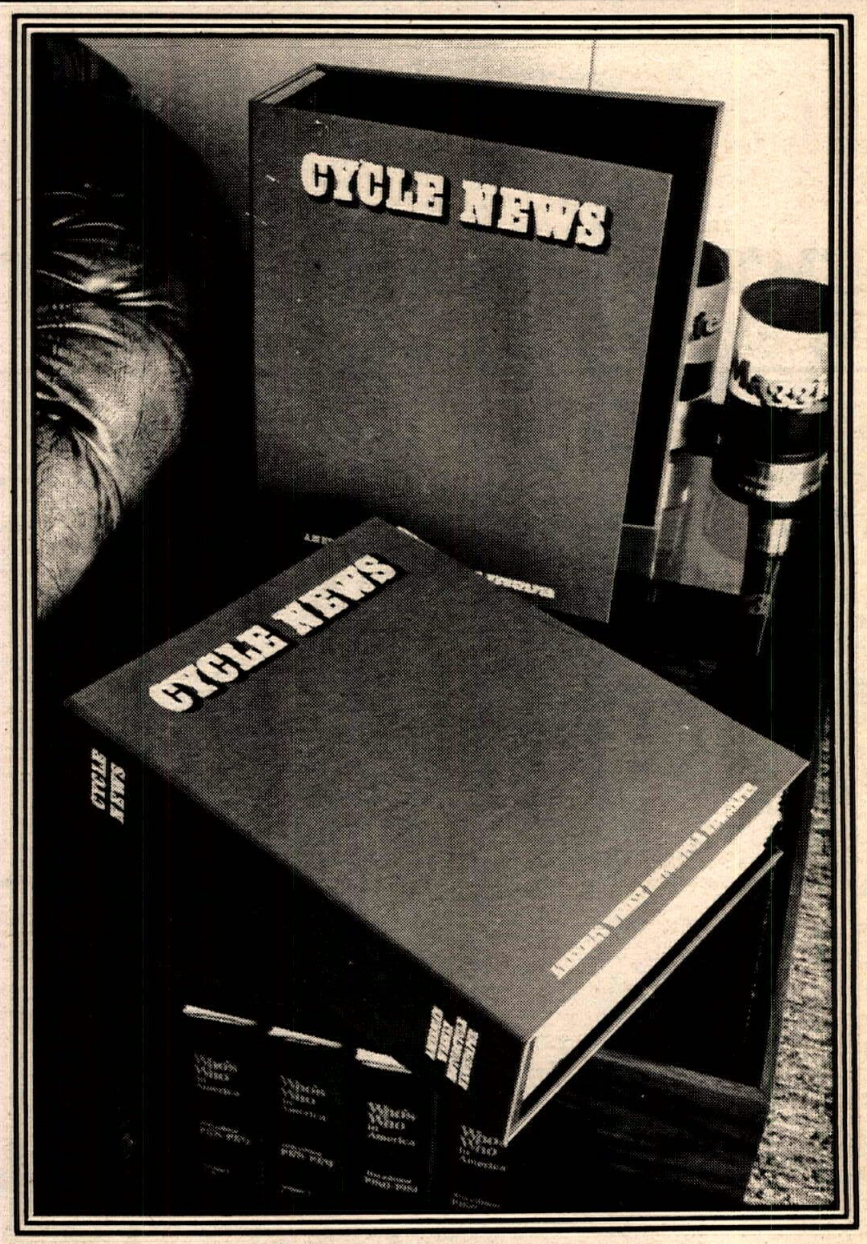
He did, however, make his mark with a lot of us who follow road racing and appreciate talent found both on and off the track.

I wonder why some factory did not make an offer of some type to a proven road racer, a proven Daytona winner — and an individual who is worth a million dollars in publicity and promotion for a week of racing that finds the motorcycling press from around the world all on hand.

Good luck, Dale. Thanks for a lot of cooperation and the good memories.

Roxy Rockwood

Got the ripped-up, dog-eared, yellow page blues?



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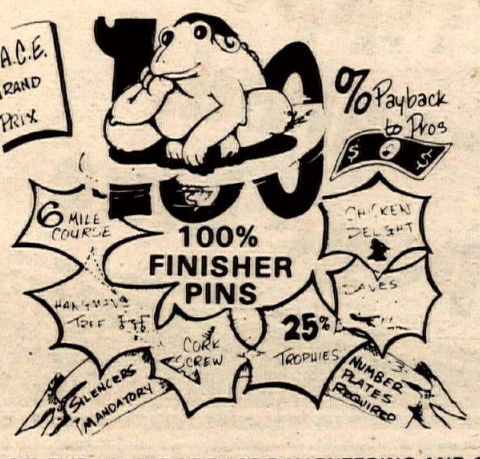
SUNDAY, FEBRUARY 27th



Gates Open	6:30 a.m.
Practice I (0-125)	8:00 a.m.
Practice II (250-500)	8:25 a.m.
Practice III (Vet-Oldtimers OTHG)	8:45 a.m.
0-100's and Women	9:00 a.m.
All Pros	10:00 a.m.
O.T.H.G.-Oldtimers	11:00 a.m.
All 250's	12:00 noon
All Vets	1:00 p.m.
All 500's	2:00 p.m.
All 125's	3:00 p.m.
Team Race	4:00 p.m.

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Mail Entry & $15.00 to: (check or money order) CORONA RACEWAY P.O. Box 388 Corona, CA 91720 or Bring to Corona Raceway Office

If under 18, parent's signature must be notarized or signed in front of R.A.C.E. officials!!

DEADLINE: Entries must be postmarked by Feb. 23 or brought to Raceway Office by 12:00 noon, Feb. 25

RESULTS: Self-Addressed Envelope required for return of results.

ENTRY BLANK IN LAST WEEK'S CYCLE NEWS

SOUTHLAND RACING ASSOCIATION...
SANCTIONED POINT EVENT....
All Other Racing Affiliations Are WELCOME

9TH ANNUAL ROSARITO BEACH GRAN PRIX BAJA HILLTOPPERS MC INC

Mesa Redonda Rosarito G.P. 100 Miles

19 SUN. APRIL 17 83

ENTRIES OPEN MARCH 1 — ENTRIES CLOSE APRIL 7

STARTING POSITION DETERMINED BY POSTMARK

NEW SHORTER COURSE THROUGH THE STREETS OF ROSARITO BEACH... START, PITS AND FINISH ON MAIN STREET - NO ROCKY HILLS!

COURSE MONITORED BY INTERNATIONAL RACING RADIO CREW

SEARCH & RESCUE

INTERNATIONAL RACING RADIO CREW

FREE OVERNIGHT CAMPING NEAR THE BEACH

$23.00 Mail Entry + $6.00 MEXICAN INSURANCE WHICH MUST BE PURCHASED AT SIGN UP (RACE LIABILITY ONLY)
$30.00 Post Entry
•$35.00 Mail Entry Includes Insurance Package: MEXICAN RACE LIABILITY INSURANCE, MEXICAN VEHICLE LIABILITY INSURANCE FOR FRIDAY, SATURDAY, SUNDAY AND MONDAY. ($1,000. MEDICAL, $5,000. PROPERTY DAMAGE, $15,000.-$30,000. BODILY INJURY.

PROOF OF RIDER CLASSIFICATION REQUIRED FOR NON-S.R.A. RIDERS WHO WISH TO RIDE IN A CLASS OTHER THAN UNCLASSIFIED

MAIL ENTRY & CHECK WITH THREE SELF-ADDRESSED, STAMPED, LEGAL SIZE ENVELOPES TO: HILLTOPPER M.C. 6340 INDIANA AVE. LONG BEACH, CA. 90805

FOR INFORMATION CALL: (213)428-4971 (714)964-1170

(Please Print)

NAME: _____ AGE: _____ SEX: M F

ADDRESS: _____ PHONE: (___) _____

CITY: _____ STATE: _____ ZIP: _____ MAKE OF CYCLE: _____

ENGINE SIZE: _____ CC ENGINE NUMBER: _____ CLUB OR SPONSOR: _____ SRA NO.: _____

For Offical Use Only! G.P. number

Riding Class - CHECK ONE: ☐ EXPERT ☐ AMATEUR ☐ NOVICE ☐ BEGINNER

☐ UNCLASSIFIED ☐ ATC ☐ WOMEN ☐ VETERAN (+30) ☐ SENIOR (+40)

Bike Size - CHECK ONE: ☐ 0-80 ☐ 81-200 ☐ 201-250 ☐ 251-OPEN

Please Check One and Fill Out

☐ $23.00 ENTRY (You must purchase $6.00 Mexican Race Liability Insurance at Sign-up.)

* ☐ $35.00 ENTRY INCLUDES INSURANCE PACKAGE (Complete info. below if obtaining Insurance Package)

YEAR & MAKE OF VEHICLE: _____

LICENSE PLATE No.: _____ VEHICLE _____ TRAILER _____ YEAR _____ MAKE _____

RACING IS A DANGEROUS SPORT

The undersigned entrant, by affixing his/her signature below, acknowledges that he/she assumes the risk of any loss from injury or property damage to himself/herself or to others, due to his/her participation in this race and he/she herewith specifically holds harmless the HILLTOPPERS M.C., S.R.A., and their respective officials from any said loss. If entrant is under 18, his/her parent or guardian must sign this entry, acknowledging consent to the terms of entry. It is understood and agreed that if he/she is injured from whatever cause during the racing event covered by this entry, he/she herewith consents to any authorized first aid and ambulance service as provided by the HILLTOPPERS M.C. and/or S.R.A. and further holds all parties harmless from any consequences of such aid. He/She agrees to conform to and comply with the rules governing this contest.

SIGNATURE OF ENTRANT _____ IF UNDER 18, SIGNATURE OF PARENT OR GUARDIAN _____

DATE: _____ DATE: _____

Advertising THAT Works

1983 SPEEDWAY ICE RACING NATIONAL CHAMPIONSHIP SERIES

Heads West!

✓MARCH 4 & 5 • 8 PM
EL PASO
COUNTY COLISEUM
TWO SEPARATE CHAMPIONSHIPS!
TICKET INFO:
(915) 533-9899
RACE H.Q.
SUNSET INN
(915) 533-8201

✓MARCH 13 • SUN • 2 PM
TUCSON COMMUNITY CENTER
BOB HETRICK MEMORIAL
TICKET INFO (602) 791-4101

PRESENTED BY: INTERNATIONAL CHAMPIONSHIP EVENTS

INTERNATIONAL CHAMPIONSHIP EVENTS — ICE — SPEEDWAY MOTORCYCLE ICE RACING

✓CHAMPIONSHIP FINAL!
HOUSTON SUMMIT • APRIL 1 - 8 PM

CALENDAR

CHAMPIONSHIP EVENTS

AMA/Camel Pro Series

3/6-13	RR/Daytona Beach, FL
4/9	TT/Gardena, CA
4/16	M/Sacramento, CA
4/30-5/1	ST & M/San Jose, CA
5/7	H-M/Gardena, CA
5/15	M/Springfield, IL
5/22	RR/Lexington, OH
6/3-5	RR/Elkhart Lake, WI
6/4	H-M/Louisville, KY
6/11	H-M/Harrington, DE
6/17-19	RR/Loudon, NH
6/24	TT/Hinsdale, IL
6/25	H-M/Knoxville, TN
6/26	RR/Mt. Pocono, PA
7/2	M/Indianapolis, IN
7/10	M/Syracuse, NY
7/15-17	RR/Monterey, CA
7/16	H-M/Hagerstown, MD
7/22	ST/Hinsdale, IL
7/30	M/DuQuoin, IL
8/7	M/Cicero, IL
8/21	TT/Peoria, IL
8/21	RR/Sonoma, CA
8/27	M/Indianapolis, IN
9/3	H-M/Hamburg, NY
9/3-4	RR/Brainerd, MN
9/11	M/Syracuse, NY
9/18	M/San Jose, CA
9/24	H-M/Gardena, CA
10/2	M/Springfield, IL
10/8	TT/Pontiac, MI

AMA/Wrangler Super Series

3/5	SX/Atlanta, GA
3/12	SX/Daytona Beach, FL
3/19-20	SX/Houston, TX
3/27	MX/Sacramento, CA
4/10	MX/Orange, CA
4/16	SX/Dallas, TX
4/24	MX/Gainesville, FL
4/30-5/1	SX/Pontiac, MI
5/7	SX/Kansas City, MO
5/15	MX/Lake Whitney, TX
5/22	MX/Fairmount City, IL
5/29	MX/Mt. Morris, PA
6/5	MX/Binghamton, NY
6/11	SX/Orlando, FL
6/18	SX/Chicago, IL
7/3	MX/Buchanan, MI
7/9	SX/Pittsburgh, PA
7/16	SX/Cincinnati, OH
7/23	SX/Foxboro, MA
8/6	SX/Pasadena, CA
8/14	MX/Washougal, WA
8/21	MX/Castle Rock, CO
8/28	MX/Millville, MN

AMA Pacific Coast Championship Series*

10/2	SX/Tacoma, WA
TBA	MX/Sonoma, CA
TBA	MX/Portland, OR
TBA	MX/Los Angeles, CA
TBA	SX/San Diego, CA

*Tentative

CMC Golden State MX Series

2/26-27	Orange, CA

AMA National Championship Enduro Series

2/27	Pelion, SC
3/20	Enon, LA
4/10	Bucksnort, TN
5/8	Saline, LA
5/15	Abingdon, VA
5/29	Zaleski, OH
8/21	Moorestown, MI
9/4	Winterset, IA
9/11	Lynnville, IN
10/23	Oklahoma City, OK
10/30	Bear, DE

AMA ISDE Qualifier Series

3/27	Tellico Plains, TN
4/1-3	Tulsa, OK
4/24	Athens, OH
5/1	Cloudcroft, NM
5/22	Rose City, MI
6/4-5	McMinnville, OR

AMA/Hi-Point National Hare Scrambles Championship Series

2/27	Hollister, CA
3/6	Lake Wales, FL
4/17	Bruceton Mills, WV
6/12	Keithsburg, IL
6/26	St. Johns, PA
7/17	Windsor, MA
8/28	Maplesville, AL
9/18	Millville, MN
11/6	Delta, OH

AMA/NATC National Trials Series

4/9	Austin, TX
4/10	San Antonio, TX
4/16-17	Gainesville, TX
5/28	Newhall, CA
5/30	TBA/AZ
8/28	Middletown, PA
9/3	Port Huron, MI
9/5	Mt. Olive, IL

SCORE Off-Road Championship Schedule

3/25-27	San Felipe 250 San Felipe, Mexico
6/3-5	Baja Internacional Ensenada, Mexico
9/30-10/2	Off Road World Championship Riverside Int'l Raceway Riverside, CA
11/4-6	Baja 1000 Baja California, Mexico

National Drag Racing Championships

AMA Dragbike!

3/5-6	Bradenton, FL
4/23-24*	Jackson, TN
5/1	Rising Sun, MD
5/14-15	Palmdale, CA
6/4-5**	Bristol, TN
6/5	Fremont, CA
6/19	Kansas City, MO
6/25-26***	St. Louis, MO
7/16-17*	St. Louis, MO
7/30-31	Columbus, OH
8/6-7	Fremont, CA
8/6-7*	Beaver Springs, PA
8/12-13*	Belle Fourche, SD
8/21	Atco, NJ
9/5	Brainerd, MN
9/17-18	Commerce, GA
9/24-25	Tulsa, OK
10/22-23*	Farmington, NC
11/5-6	Houston, TX
11/19-20	Gainesville, FL

*½ Mile Event
**Top Fuel Eliminator
***Pro Stock Eliminator

IDBA

4/9-10	Gulfport, MS
5/14-15	Louisville, KY
6/11-12	Darlington, SC
8/13-14	West Salem, OH
10/8-9	Gulfport, MS

NMRA

3/12-13*	Gainesville, FL
4/16-17**	Atlanta, GA
5/21-22	Englishtown, NJ
5/28-29	Epping, NH
6/25-26	East Haddam, CT
7/16-17***	Englishtown, NJ
8/20-21	East Irvine, CA
8/26-27	Denver, CO
9/3-5****	Indianapolis, IN
10/1-2	Atco, NJ
10/15-16*	East Irvine, CA

*Pro Stock Only
**Top Fuel & Pro Comp Only
***Pro Stock & Fun Bike Only
****Top Fuel & Fun Bike Only

World Championship Road Race Series

3/19	South Africa
4/3	France
4/24	Italy
5/8	Germany
5/22	Spain
5/29	Austria
6/12	Yugoslavia
6/25	Holland
7/3	Belgium
7/31	England
8/7	Sweden
9/4	Italy

World Championship Endurance Road Race Series

5/14-15	France
5/22	England
6/12	Germany
6/19	Austria
7/9-10	Spain
7/31	Japan
8/20-21	Belgium
9/25	Italy

World Championship MX Series

125cc

3/27	Holland
4/10	Austria
4/17	Italy
4/24	Belgium
5/1	France
5/15	Yugoslavia
5/29	Germany
6/26	Czechoslovakia
7/10	Russia
7/24	Sweden
7/31	Finland
8/14	Spain

250cc

4/17	Spain
4/24	France
5/1	Italy
5/8	Holland
5/29	Russia
6/12	Germany
6/19	England
7/24	Canada
7/31	NEW BERLIN, NY
8/7	Switzerland
8/14	Sweden
8/21	Finland

500cc

4/10	Switzerland
4/24	Austria
5/8	Germany
5/29	Sweden
6/5	Finland
6/19	Italy
6/26	CARLSBAD, CA
7/3	France
7/24	England
8/7	Belgium
8/14	San Marino
8/28	Holland

Sidecar

4/24	Spain
5/1	England
5/8	Sweden
5/29	Holland
6/5	France
6/26	Belgium
7/10	Germany
8/21	Austria
9/4	Switzerland
9/11	Italy

World Championship Trials Series

2/27	Belgium
3/6	England
3/12	Ireland
4/17	GAINESVILLE, TEXAS
5/29	France
6/5	Austria
6/26	Italy
7/3	Switzerland
9/18	Finland
9/24	Sweden
10/2	Germany

World Speedway Championship

6/18	Pairs Gothenburg, Sweden
8/13	Team Vojens, Denmark
9/4	Individual Norden, Germany

Other Major Events Abroad

2/12-13	Team Ice Racing World Championship Berlin, Germany
3/5-6	Individual Ice Racing World Championship Eindhoven, Holland
5/2-7	Scottish Six Days Trial Edinburgh, Scotland
6/4-10	Isle of Man RR Isle of Man
8/20	Formula One TT Dundrod, Ireland
9/4	Motocross des Nations Angreau, Belgium
9/11	Trophee des Nations Povazska Bystrica, Czechoslovakia
9/18	Long Track World Championship Marianske Lazne, Czechoslovakia
9/25	Coupe des Nations Roggenburg, Switzerland
10/3-8	ISDE Llandrindod Wells, Wales

EVERY WEEK

Thursday

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham,

WA. Exit 255 off I-5, 1 mi. east to left on Hannegan Rd, 1¼ mi. north on right. 50 -Open separate C class motos. Gate 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 Open, (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing. Huetter, ID. 2 mi. west of Couer d'Alene on Old Hwy 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, troph. to Am. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy 91 east to Buchanan exit. Mini-Open, 100% Ex p.b. Info 714/689-1913, 735-1705.

TEXAS

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd, off Hwy 59 N. All classes. Troph. thru 6th to Am, 100% Ex p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

SADDLBACK MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. Gate 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $12 Sptsmn, $15 Pro. Memb. req'd, avail. at track. 33.33% troph. Info 714/495-4771.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn I-40 & I-240 on S. Douglas off S. 59th All classes, 10 troph./class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

TEXAS MIKE KIDD ST/TT
Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy 199 N to FM 730 N, then to FM 2048 W & follow signs. All classes. Astrodome replica track. Gate 10 a.m., prac. 11:30, race 1 p.m. Info 817/433-5559 (Mike).

WASHINGTON

HANNEGAN NIGHT FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east, left on Hannegan Rd, 1¼ mi. north on right. Mini-Open, Am & Semi Pro. Gate 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy 52 S of OKC to Blanchard, Hwy 76 S to 4-way stop, 3½ mi. south of Hwy 39 on 76, west 1 mi., south 1 mi., west 100 yds. Pee Wee-Over 30, troph., 100% Ex p.b. Gate 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry $7, Ex $10, rider gate $3, watch $3, 6-12 $1. Info 405/360-3391 (after 5 p.m.).

Feb. 25-27

CALIFORNIA CYCLE, CAR & HOT ROD SHOW
Downtown Community Concourse, San Diego, CA. R.G. Canning Productions, P.O. Box 400, Maywood, CA. 90270-0400. Info 213/588-1934, 587-5100 (ext. 30).

February 26

CALIFORNIA FLAT TRACK ½ MILE & TT
Corona Raceway, Corona, CA. Hwy 91 E to Buchanan exit. Info 714/689-1913, 735-1705.

CALIFORNIA ENDURO CLINIC
Location TBA. Garner Palenske time-keeping and riding school. MX coach Terry Nichols does ride portion. Open to all riders. Entry $15. Send to: Garner Palenske, 431 East first St., LaHabra, CA 90631. Info 213/694-8149, 714/870-9668.

AMA D-37 ST & SPEEDWAY
Perris Rcwy, Perris, CA. Fwy. 15 to Hwy. 74 E. 8 mi. to Ellis, lft. to track. All classes, 4 rider min. 30% troph., Pro p.b. Free ent. to Beg. Minis. Class C trac. & silencer req'd. Speedway not sanct. Gate 3p.m., sign up 3:30, prac. 5, race 6. Entry $10, $12 non-memb., $15 Pro, gate $6, age 3-6 $3. Pit pass and und. 6 free. Lightweights M/C. Info 714/658-6355.

CALIFORNIA SACRAMENTO MX
Sacramento Raceway, Sacramento, CA. Hwy. 50 to Bradshaw Rd., to Jackson Hwy, to 5305 Excelsior Rd. All classes. Gate 8a.m., race 10:30. Info 916/363-2653.

NEVADA LAS VEGAS MOTHERS MX
Las Vegas MX Park, I-15 to Apex Rd. t/off approx. 20 N of Vegas. Rt. 200 yds to track entrance. All classes inc. 3-whlr. 100% troph for Pee Wee, 33% rest. Airline ticket prizes today. Pee Wee, Jr. Cyc., ATVs gate 8a.m., prac. 9:30, race 10. Bikes sign up 10, prac. 11:30, race noon. Pro p.b. Entry $15, $10 for 2nd class. Pros $20. Watch $3, 6-11 yrs. $2, und. 6 free. Info 702/361-6642 (Jeanne Saxton).

Feb. 26-27

CMC GOLDEN STATE MX
Final round of CMC Golden State Series. Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. Min. $5,000 purse, over $100,000 in awards, prizes & contingencies for series. No camping. Gate 6 a.m., sign up 6-7:30, prac. 7, race 8. Mail entry $15 Sptsmn, $25 Pro. Post entry $20 Sptsmn, $35 Pro. Continental Motosports Club. Info 714/557-3323.

February 27

AMA D-36 SANTA CLARA MX
Santa Clara MX Track, Hwy 237 & Great America Parkway, Santa Clara, CA. All classes incl. Beg, Dinosaur & Women. Bonus troph. & 100% Pro p.b. Track has been relocated; all new. Parts in the Pits. Concessions & food. No pit riding. Gate 6 a.m., sign up 6:30, prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Pro. Watch $4 adult, $1 6-12, under-6 free. Info 415/886-5413.

AMA D-36 MOTO ONE MX
Redding, CA. Hwy 44 E to Airport Rd, south to Rancho Rd, turn left & follow signs. All classes, min. 4 riders/class. Troph. to Sptsmn, 100% Pro p.b. Free O/N parking. Breakfast & lunch avail. Silencers & D-36 colors & no.s req'd. No bicycles, pit riding or medical insurance. Gate 6:30 a.m., prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Pro. Watch $4 adult, $1 child. Info 916/221-3118, 223-5600.

AMA D-28 CLARKS BRANCH MX
Roseburg, OR. I-5 to Clarks Branch to Round Prairie Rd exit, go east about 3 mi. All classes. 200% Pro p.b. Helmet #, 3 # plates, mufflers & protective clothing req'd. Gate 8 a.m., prac. 8:30, race 10. Watch $3 adult, $2 age 6-18, under-6 free. Entry: gate fee + $7 Sptsmn, $10 Pro. Clarks Branch Cycle Club. Info 503/673-1671, 673-3205, 672-4179.

TEXAS HIDDEN VALLEY MX
San Antonio, TX. I-35 S & Fischer Rd. All classes incl. Klunker, Beg & Micro Mini. Sptsmn troph. thru 5th of class with 10 or more; 150% Ex. p.b. Gate 7 a.m., sign up 8, prac. 9, race 10. Gate $5. Entry $10 Nov, $15 Ex. Info 512/342-8373.

CALIFORNIA AMA/HI-POINT NATIONAL HARE SCRAMBLES
Cowpuncher Grand National Hare Scrambles. Hollister Hills SVRA, limed from Hollister, CA. All classes except Mini & Powder Puff. Finisher pins & stickers. Super contingencies. T-shirts. Free camping Fri. & Sat. Straddle-your-front-wheel start. 400 rider limit. Spark arrestor, AMA & D-36 Cross Country cards req'd. Sign up open Sat. 3-8 p.m. All Ex & Am (incl. Ex & Am OT & Vet) sign up Sun. 6:30-9:30, rider's meeting 9:45, start 10, finish 1 p.m. All Nov. (incl. OT & Vet) sign up 10-1:30, riders meeting 1:45, start 2 p.m., finish 4 p.m. Entry $20, $2 discount to D-36 & AMA club members. Spectators $1. Send SASE for flyer and entry form to: 2 + 2 Racing Team, P.O. Box 2321, Dublin, CA, 94566. Info 415/522-6432.

OKLAHOMA MX
Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

CALIFORNIA SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate $5 adult, under-8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 of Hwy 22, west of Whitney. All classes. Troph. through 8th, $1,170 gauranteed purse. Split sched: Nov 9 a.m., Int/Ex approx. 1:30 p.m. Camping $2/vehicle, gate $4. Entry $8 Am, $10 Ex. Info 713/482-7593, 817/694-2901.

ARIZONA CANYON MX
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph., 100% Ex p.b. Info 602/934-5027 (Bob), 583-0575 (Tom).

AME CALIFORNIA MX
Indian Dunes Cycle Park, I-5 to Hwy 126, Valencia, CA. All classes. Pro p.b. & 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd, avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to 5th, $1005 Ex. purse (15 rider min./class), 100% Pro p.b. if less than 15. Concessions. Camping & elec. hookups. Gate 5 a.m., Split program: Nov prac. 8, race 9:30; Int & Ex prac. approx. 1:00 p.m., race 1:30. Entry $5 gate (under-6 and over-60 free), $10 Sptsmn, $20 Ex. Info 214/882-4215 (Bill).

ADRA ARIZONA DESERT RACE
7th Annual Salome 100. Salome, AZ. On U.S. 60, 120 mi. west of Phoenix. 21 classes incl. Teams. Super troph., cash to Pros. O/N camping encouraged, it's a family event. The Arizona Desert Racing Association, 1408 East Granada Rd, Phoenix, AZ, 85006. Info 602/252-1900.

AMA TEXAS ½ MILE FLAT TRACK
Devils Bowl Speedway, Dallas, TX. I-20 E from Dallas to Lawson Rd exit. Nov, Int & Ex classes. Gate 10 a.m., prac. noon, race 2. Info 817/488-9133.

CMC CALIFORNIA SHR MX
Sand Hill Ranch, corner of Camino Diablo & Vasco Rds, Brentwood, CA. All classes. Gate 6:30 a.m., sign in 7, race 9. Entry $15 Sptsmn, $15 + $5 (gate fee) Pro. Watch $5. Info 415/798-5695, 634-3328.

AMA D-36 MAMMOTH BAR MX
Auburn, CA. I-80 to Foresthill Auburn Ravine Rd exit & follow signs to Foresthill for 3 mi., right on Old Auburn Foresthill Rd (towards Cool) 1.5 mi. to track on left. All classes. Big troph., 100% Pro p.b. Gate 6:30 a.m., prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Pro. Watch $5 adult, $1 under-12. Vasco DeMello MX Promotions. Info 916/988-2208, 726-6266 (D-36 Official).

TEXAS WOLF CREEK MX
Rio Vista, TX. All classes incl. Beg. Troph. through 8th if 8 or more riders in class, 1st place Int receives $100 savings bond, 1st place Nov receives $50 Savings bond, $3,030 purse paid by moto & overall (200% p.b. if less than 15 riders/class; 50% of gate in bad weather). Split sched: Nov prac. 8:30 a.m., riders meeting 9:15, race 9:30; Int & Ex prac. approx. 1:30 p.m., race 2. Gate $5. Entry $10 Sptsmn, $20 Ex. Info 817/373-2753.

CALIFORNIA OLD TIMERS GP
Corona Raceway, Corona, CA. Hwy 91 E to Buchanan exit. Master, Ex, Am & Nov classes. 30% troph. 40 yrs old or older to join. Races every week. Gate 7 a.m., prac. 8, race 9. Entry $12. Info 213/869-3802, 714/496-8779.

CALIFORNIA CORONA GP
Unleap Year GP. Corona Raceway, Corona, CA. Hwy 91 E to Buchanan exit. All classes. 100% finisher pins, 25% troph., 100% Pro p.b. 6 mi. course. 3 # plates & silencer req'd. Gate 6:30 a.m., prac. 8-8:45, race 9. Entry $15 mail, $22 post; teams $10 ea. mail, $12 post (must send entries

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Mar. 6 — MOTOCROSS
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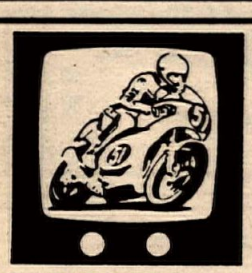

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S.P.E.E.D. CALIFORNIA EUROPEAN ROUGH SCRAMBLES
Perris Raceway, Perris, CA. Frwy 15 to Hwy 74 E, 8 mi. to Ellis, left to track. All classes. Over $10,000 in contingency prizes, 80% Ex p.b. Gate 7 a.m., sign up 7:30, prac. 8:30, race 9. Entry $12 Sptsmn, $15 250cc & Open Pro; memb. req'd ($10). Info 714/658-6355.

CRC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd, east 3 mi. to raceway. All classes. Brass for Sptsmn, cash for Pros. 2 long motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $12 Sptsmn, $15 Pro ($10 to p.o.). Info 714/557-3323.

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8 Sptsmn, $15 Ex, $4 gate. Info 918/426-4533 (McAlester Kawasaki).

CALIFORNIA SCTA TRIAL
Butterfield Country. I-15 to 79 east, past Vail Lake on lft. Start 10a.m. Entry $9 ATA memb., $11 non-memb. All classes plus women and kids. 20% ATA pts & troph. Helmets & stock or USFS approved spk. arr. Entry to Butterfield $4 Sat., $3 Sun. Pay at m/c park, not front gate these days only. O/n camp $5. Info 714/772-8420, 213/316-4711.

AMA D—37 HARE SCRAMBLES
Lucerne Valley, CA. Limed from Y cafe to camp rock Rd. All classes, 10% troph. Special 3-D Ruby Booby fin pins, best in dez. Beg. 1 loop. 10a.m. start, entry $14. Brush Busters M/C. Info 213/443-3430 (Art), 443-4618 (Sid).

CALIFORNIA SCTA TRIAL
SCTA Washington's Birthday Trial. Butterfield Country, Perris, CA. Hwy 15 to 71 E. to Butterfield Country. 10a.m. start. Info 213/316-4711, 714/772-8420.

TEXAS OAK HILL MX
Oak Hill, TX. Exit Mt. Zion Rd. (Ann's Western Wear) between Alvord and Decatur. Above Dallas/Ft. Wth. Mini thru Open classes, troph. to 3rd. Gate free, opens Sat., no Sat. prac. 10a.m. Sun. prac., riders meet. 11:30, race noon. Entry $10. Good Old Days MX. Info 817/427-4771.

AMA D-38 KING OF THE DESERT RACE
Plaster City, CA. Northeast of Plaster City off Huff Rd. — Imperial County. King 125, 250, Open, Vet, Sr, 3-whlr plus non-king classes. Fin. pins, 20% troph., 70% p.b. for King class plus $500 for overall. $100 bonus plus entry fee p.b. in King classes overall. $500 cash divided in non-King classes. Free beer to fin. Silencers req'd. D-38 dbl points. 5 x 30 mi. loop. Prac. 11-4 Sat. D-38 card or proof of age and class. 2 SASE, entry form, proof, check/MO to: Fudpucker Racing Team, 1529 Fairvalley Rd., El Cajon, CA 92020.King classes $70 entry, $75 post. Non-King $20, $25 post. Race 9:30 a.m. sharp. Info 619/427-5759.

March 1

ENTRY OPEN CHINA HAT ONE DAY/OREGON
China Hat One Day entry open Mar. 1, close Apr. 15. 400 rider limit. OMRA memb. req'd. $20 & SASE to: Lobos M/C, 14000 S Forsythe, Oregon City, OR 97045. Info 503/656-9552 (Ron), 233-8000 (Joe), 656-5801 (Bill). Event runs Apr. 24.

ENTRY OPEN FOR ROSARITO BEACH GP
Event runs April 17. Entry open Mar. 1, closes Apr. 7. Mail entry $35, inc. insurance pkg. Mail entry and 3 SASE to Hilltopper M/C, 6340 Indiana Av., Long Beach, CA 90805. Info 213/4971, 714/994-1170.

March 4

CALIFORNIA SPEEDWAY
Spring Classic. Orange County Fairgrounds, Costa Mesa, CA. Newport Frwy 55 W to end, right on Fair Dr. 8 top British League stars battle 8 top American stars. Gate 6:30 p.m., race 8. Free parking. Info 714/492-9933.

CALIFORNIA INTERSHOWS SWAP MEET
National Orange Showgrounds, San Bernardino, CA. I-15E to Orange Show Rd., exit. Opens to public 6 p.m.-10. Free park, 1000s of parts, access., bikes. 10X10 space $20, 10X15 & prime $30. M/C for sale $10 ea. Move-in 1 p.m.-4. Inter-shows, P.O. Box 2910 Mission Viejo, CA 92690. 24 hr. info 714/498-2034.

March 4-6

CALIFORNIA CYCLE, CAR & HOT ROD SHOW
Antelope Valley Fairgrouds, Lancaster, CA. R. G. Canning Productions, P.O. Box 400, Maywood, CA, 90270-0400. Info 213/588-1934, 587-5100 (ext. 30).

March 5

CALIFORNIA OLD TIMERS MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. Master, Ex, Am & Nov classes. 30% troph. 40 yrs old or older to join. Races every week. Gate 7 a.m., prac. 8, race 9. Entry $12. Info 213/869-3802, 714/496-8779.

AMA D-38 AWARDS BANQ.
Singing Hills Country Club and Lodge, 3007 Dehesa Rd., El Cajon, CA 92021. Doors open 6:30p.m., dinner 8, awards 9, rock &roll 9:30. Free beer and buffet with $15 entry. Advance res. req'd. Must be recieved by Feb. 25 or brought to Feb. 27 race. Mail to D-38 Sports Comm., 250 Kennedy, #6, Chula Vista, CA 92011. Info 714/427-5759.

March 5-6

AFM CALIFORNIA ROAD RACE
Sears Point Raceway, Hwys 37 & 121, Sonoma, CA. American Federation of Motorcyclists, 12422 Timber Creek Lane, Cerritos, CA, 90701. Info 213/926-2583, 707/938-8448 (track).

AMA D-36 HILLS FERRY ST & TT
Hills Ferry Speedway, Modesto, CA. Hills Ferry Rd. & River Rd., 10 mi. W of Modesto. On I-5 take Newman Ex. (Stuhr Rd.) to Hills Ferry Rd., then Lft. to River Rd. All D-36 classes. Season opener ST Sat. night. Sat. prac. 4p.m. race 6. Sun. TT Prac 10:30a.m., race noon. Entry $10, Pro plus $3. Info 408/463-0548 (Lionel Nunes) Track phone 209/862-3453.

AMA D-37 VIEWFINDERS GRAND PRIX
Riverside Intl. Raceway, Riverside, CA. All classes plus 3-whlr. 4 races 100 mi. ea., 3-whlr 50 mi. D-37 & D-38 pts., silencers req'd., rescue 3, computer scoring, AMA sanct., no play bikes, waterproofing rec., water jump waiting, entry includes rider gate, patch, #s, decal, program and troph. pres. Mail ent. closes Feb. 19. Ent. $25, $40 & $50 post. Patrizier Pro class $50, $5 watch. Under 12 free. Mail entry, proof of class and check/mo to: Viewfinders M/C. See Cycle News issue 5 for blank and address. Info 805/499-6379 (Oliver), 985-2034 (Patti), 213/708-1381 (Lou), 348-7188 (Geo.), 649-6749 (Clint), 256-8578 (Charles).

TEXAS ICE SPEEDWAY
El Paso County Coliseum, El Paso, TX. Round 3 of National Series. Class A speedway bikes, cash purse. Racing at 8p.m. both days. International Championship Events. Info 915/546-2161 or 602/296-1345 (Gary Densford).

March 6

AMA D-36 SANTA CLARA MX
Santa Clara MX Track, Hwy 237 & Great America Parkway, Santa Clara, CA. All classes incl. Beg, Dinosaur & Women. Bonus troph. & 100% Pro p.b. Track has been relocated; all new. Parts in the Pits. Concessions & food. No pit riding. Gate 6 a.m., sign up 6:30, prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Pro. Watch $4 adult, $1 6-12, under-6 free. Info 415/886-5413.

ERA OREGON MX
Franklin, OR. Hwy 36 or Florence cuttoff through Cheshire to Territorial Rd, turn left, track next to grade school. All classes, 5 rider min./class. 33.33% Sptsmn troph., 100% Pro p.b. Protective clothing, 3 no. plates, helmet no. & muffler req'd. Sign in 9 a.m., prac. 10, race 11. Pro-Am memb. $10. Entry $6 Sptsmn, $10 Pro, add $1 if you forget Pro-Am card, add $2 for non-memb. Watch $3 adult, $2 6-17 (with student body card), under-6 free. Emerald Racing Association. Info 503/688-1274.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/557-3323.

CALIFORNIA MMA SWAP MEET
Cow Palace, San Fransisco, CA. Gen. admission 11 a.m., sellers 8 a.m., close 4 p.m. Admission $3.50, 10X10 space $20, 2 for $35. No guns, no pets. Booth rental closes 10 days prior to event. Info or booth res. write to MMA Special Events Div., P.O.Box 1576, Pacifica, CA 94044.

OREGON ENDURO
Mason County Fairgrounds on Hwy 101, Shelton, WA. 125, 200, 250, Open, AA, A, B, C, Sptsmn, Mas., 4-strk, ladies classes. N/W M/C Assoc. pts. fin. pins. Sptsmn, C, Ladies 30mi, others 75 mi. Start 9 a.m. Entry $13 pre., $17 post/ C $11-15. Puget Sound Enduro Riders. Info 206 456-0730 (days/Dorian).

CALIFORNIA BUDWEISER/CONTRA COSTA HONDA MX SERIES
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo and Vasco Rd. All classes, special Bud troph., Sptsmn need 4 riders to qual. for Hi-Point troph. Ex. have $1 from ea. entry toward final. Free camp., GP course. Gate at 6 a.m., prac. 8, race 9. Info 415 798-5695 (Tom), 634-6596 (Phil).

AMA D-36 PRAIRIE CITY GP
Prairie City OHV park, Sacramento, CA. Hwy 50 to Prairie City Rd, south to Whiterock Rd. All classes. Super troph., finisher pins, $750 in Ex cash contingencies to top five; all Ex scored together. 3-hr race over 12 mi. course. Riding # assigned by club. Silencers req'd, no pit riding. Gas in gas area only. Sign up Sat. 1 p.m. to 5. Nov sign up Sun. 6:30 a.m. to 8, race 8:30. Ex & Am sign up 9-12, race 1 p.m. Gate fee $3. Mail entry $15 Sptsmn, $20 Ex. Post entry $18 Sptsmn, $23 Ex. Mail entry fee and copy of AMA & District cards to: Polka Dots M.C., c/o Al Waters, 5455 Paragon St., Rocklin, CA, 95677. Info 916/622-1162, 366-3614, 743-8640.

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

OMRA/MRA OREGON HARE SCRAMBLES
Timber Mountain Hare Scrambles. Medford, OR. I-5 to Hwy 238 through Jacksonville, right on Mary Ann Dr, up Jackson Creek Rd 2 mi., signs posted. All classes, 6 rider min. 33 1/3% troph. 4 laps on 25-mi. course of trails, logging & fireroads. Dead engine GP start by class. Silencers req'd. OMRA Desert points. Sign up 8-9 a.m., race 10. Entry $15 mail, $20 post. Mail entry to: MRA, P.O. Box 1471, Medford, OR, 97501. Info 503/779-8082, 535-1273.

AMA D-36 SHIRT JAZZ MX
Fernley Lions Club MX Track, Fernley, NV. All classes. 30% Sptsmn troph., 100% Pro p.b./moto. All proceeds go to Fernley Chamber of Commerce Swimming Pool Fund. Camping OK. Concessions. Sign up 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $15 Pro. Gate $3. Info 702/329-1323 (day), 575-2898 (eve.).

CALIFORNIA OLD TIMERS MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. Master, Ex, Am & Nov classes. 30% troph. 40 yrs old or older to join. Races every week. Gate 7 a.m., prac. 8, race 9. Entry $12. Info 213/869-3802, 714/496-8779.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate $5 adult, under-8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

AME CALIFORNIA MX
Sprockets Park, Bakersfield, CA. All classes. Pro p.b. & 30% Sptsmn troph. Free O/N camping. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd, avail. at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

AMA D-36 MX
Qualifier for King of the Hill Series finale (Series dates 2/13 at Prairie City, 2/20, 3/6, 3/13, 4/10 & Final 4/24 at Argyll Park). Argyll Cycle Park, on Hwy 113, 11 mi. south of Dixon, CA. All D-36 classes run for series prizes. 6 ft championship troph. & event troph. Over $15,000 in series prizes & cash awards including a Pro Trac trailer, $1,200 in gift certificates, Hi-Point contingencies, free Russ Darnell MX school entries & 3 Maico 10-speed bicycles. Parts in the Pits. No pit riding, dogs or bicycles. Gate 6:30 a.m., prac. 7:30, race 9. Qualifier entry $15 Sptsmn, $20 + $5 Pro. Entry for Final $20 Sptsmn, $30 Pro (no gate fee, 100% p.b.). Info 209/529-0923 (Fred), 916/678-3592 (Buel).

AMA CALIFORNIA CLASS A SPEEDWAY
Inland Motorcycle Speedway, San Bernardino, CA. Frwy 15E to National Orange Showgrounds on Arrowhead Ave. Spring Classic series, rain date 3/13. 1st Div Scratch racing only. Tickets avail. at Ticketron and at gate on race day. Ticket booth opens noon, gate 12:30, race starts 2. Watch $8 adult, $4 6-12, 5-&-under free. American Raceways, Inc. Info 213/446-0969, 714/884-4092 (race day only).

AMA D-37 COYOTE DERBY ENDURO
Red Mountain, CA. Limed from Hwy 395 & Trona Rd. All classes. High quality hats for all finishers. 3 35-mi. loops, laid out with avg. rider in mind. Hi-Point Golden State Enduro Championship Series event. Drawing 2/14. Entry $16 mail, $20 post; add $3/3-man team. Send 2 SASE, entry fee & copies of AMA & District cards to: Chaparrals M.C., 6184 Paseo Rio Verde, Anaheim, CA, 92807. Info 714/998-0797 (entry), 714/528-3007 (course).

CALIFORNIA ARROYO MX
Arroyo Cycle Park, San Bernardino, CA. Take Palm Av. exit 7 mi. N of San Ber. on Hwy 15E. All classes, gates open 7a.m., prac. 8, race 9:30. No memb. req'd. Entry $10, $15 for Pros. Info 714/689-6114.

CALIFORNIA BAT OBSERVED TRIAL
BAT End of Winter Observed Trial. Saddleback Park, Orange, CA. Fwy 55 to Chapman Av. exit. E 7 mi. to Santiago Cyn Rd. Right to opposite county fire station. All classes. Entry $8, sign-up 9a.m., start 10. 20% ATA pts & troph. Free school after trial. Info 213/326-1046 (Mark - days), 325-7422 (Ted - eves).

AMA D-37 COYOTE DERBY ENDURO
Teagle Wash & Trona Rd, marked from Red Mountain & Johannesburg, CA. All classes. Finisher hats. Family type run. 3 loops; C, B & Women classes go two. 8 a.m. start. Entry $16 mail, $20 post. Send SASE for flyer & entry form to: Chaparrals M.C., 6184 Paseo Rio Verde, Anaheim, CA, 92807. Info 714/528-3007 (course), 998-0797, 998-6844 (entry).

ARIZONA DESERT RACE
Arizona Desert Racing Assoc.'s 7th Annual Salome 100. Classes for all ages and skill levels, family oriented racing. Info: ADRA, 1408 E Granada Rd., Phoenix, AZ 85006 or 602 252-1900.

March 12

OMC IDAHO INDOOR FLAT TRACK
Caldwell,ID. Behind the O'Conner Field House at 21st & Cleveland. All classes up to 750cc (2 cylinder max.) incl. Powder Puff. Bonus to Series winners at end of Series on Mar. 26. Indoor pitting & concessions. Class C tires on rear (front knobbies OK) and silencers req'd; C tires optional for Mini, Micro & Pee Wee. Sign up 4-6 p.m., prac. 6, race 7. Entry: $5 Mini, Micro & Pee Wee; $10 Beg; $15 Ex. Watch $3 adult, $1 6-12, free to under-6. Owyhee Motorcycle Club. Info 208/342-7439 (Ref.), 888-7357 (Asst. Ref.), 459-0010.

AMA D-36 HILLS FERRY ST
Hills Ferry Speedway, Modesto, CA. Hills Ferry Rd. & River Rd. 10 mi. W of Modesto. On I-5 take Newman Ex. (Stuhr Rd.) to Hills Ferry Rd. Then Left to River Rd. All classes inc. Minis & Semi-pro. Prac. 4 p.m., race 7. Entry $10, Pro plus $3. Info 408/463-0548 (Lionel Nunes), track phone 209/862-3453.

March 12-13

CORVA ANN. CONVENTION
Mission de Oro Holiday Inn, Santa Nella, CA. Hotel res. 209/826-4444. ORV/Custom Car Show. Troph to all classes: M/C, ATC, 4x4, others. Dinner dance $15, raffle for buggy & ATC frames. Meet Gov't speakers, other ORV enth. Many door prizes. Hospitality 3/11, dinner 3/12. Res. info 209/883-4281 or 805/498-0830 (Donna).

March 13

CALIFORNIA SRA RIVERSIDE GP
Riverside Int'l Raceway, Riverside, CA. Off Hwy 60. All classes, inc. 3-whlr & Ody. Special University Mini Baja comp. 5 schools in all. Fin. pins, 20% troph., gate open 4 p.m. Sat. O/N camp ok., no play bikes. Prac. 8 a.m., race 9. Mail entry $15, post $20. Memb. req. ($10 yr.) Info 714/828-1358.

CALIFORNIA OLD TIMERS MX
Sunrise Valley Cycle Park, Adelanto, CA. I-15E to Hwy 395 N. All Old Timers MX Assoc. classes. 30% brass, memb. open to all 40 yrs plus. Races every week. Gate 7 a.m., prac 8, race 9. Entry $12, info 213/869-3802, 714/496-8779 (Dennis).

BUDWEISER/CONTRA COSTA HONDA MX SERIES
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo and Vasco Rd. Hi-Point contingencies. O/N camp ok. Gate 6a.m., prac 8, race 9. Info 415/798-5695 (Tom), 634-6596 (Phil).

CALIFORNIA CRC ENDURO
California Racing Club's Hobo 100 Family Enduro. Lucerne Valley. 3 loops, 8a.m. start. C-16 yrs, Women B, Minis & Beg. 1 loop. Women A, B-16, Super Sr. (plus 50), C riders 2 loops. All other 3 loops. 20% troph., fin pins, CRC pts, Part of Golden State Series — all Cal. AMA cards honored. Entry $20, $23 post, non-CRC or AMA memb. add $4. Info 714/689-6114.

CALIFORNIA GRAND PRIX
Southland Racing Assoc. Riverside GP. Info 714/828-1358.

AMA D-28 CLARKS BRANCH MX
Roseburg, OR. I-5 to Clarks Branch to Round Prairie Rd exit, go east about 3 mi. All classes. 200% Pro p.b. Helmet #, 3 # plates, mufflers & protective clothing req'd. Gate 8 a.m., prac. 8:30, race 10. Watch $3 adult, $2 age 6-18, under-6 free. Entry: gate fee + $7 Sptsmn, $10 Pro. Clarks Branch Cycle Club. Info 503/673-1671, 673-3205, 672-4179.

AMA D-36 MARATHON
Cycleland Speedway, on Hwy 99, 14 mi. south of Chico, CA. All classes incl. Powder Puff & 4-stroke. 20% troph., 2 troph./winning two-man team. Track approx. 2 mi. long, race 1 hour. Snack bar and restrooms. Helmet no.s must match bike no.s. No prac., pit riding or rider insurance. Schedule: 125cc & 200 4-stroke sign up 7:45, race 9; Mini & PP sign up 8:45, race 10:15; 250cc sign up 10, race 11:30; Open, Vet, OT & 4-stoke sign up 2:20 p.m., race 3:10. Watch $3.50 adult, $1 under-6. Entry $10.50. Info 916/342-0063.

AMA D-36 MOTO ONE MX
Redding, CA. Hwy 44 E to Airport Rd, south to Rancho Rd, turn left & follow signs. All classes, min. 4 riders/class. Troph. to Sptsmn, 100% Pro p.b. Free O/N parking. Breakfast & lunch avail. Silencers & D-36 colors & no.s req'd. No bicycles, pit riding or medical insurance. Gate 6:30 a.m., prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Pro. Watch $4 adult, $1 child. Info 916/221-3118, 223-5600.

ARIZONA ICE RACING
Tuscon Community Center Arena, Tuscon, AZ. Round five of 1983 Speedway Ice Racing National Championship Series — second annual Bob Hetrick Memorial race. Class A speedway bikes, cash purse. Racing begins 2p.m. International Championship Events. Info 602/791-4101, 296-1345 (Gary Densford).

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

OKLAHOMA MX
Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/557-3323.

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8 Sptsmn, $15 Ex, $4 gate. Info 918/426-4533 (McAlester Kawasaki).

AMA D-37 SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. District 37 points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

ARIZONA CANYON MX
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph., 100% Ex p.b. Info 602/934-5027 (Bob), 583-0575 (Tom).

AME CALIFORNIA MX
Indian Dunes Cycle Park, I-5 to Hwy 126, Valencia, CA. All classes. Pro p.b. & 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd, avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to 5th, $1005 Ex. purse (15 rider min./class), 100% Pro p.b. if less than 15. Concessions. Camping & elec. hookups. Gate 5 a.m., Split program: Nov prac. 8, race 9:30; Int & Ex prac. approx. 1:00 p.m., race 1:30. Entry $5 gate (under-6 and over-60 free), $10 Sptsmn, $20 Ex. Info 214/882-4215 (Bill).

TEXAS WOLF CREEK MX
Rio Vista, TX. All classes incl. Beg. Troph. through 8th if 8 or more riders in class, 1st place Int receives $100 savings bond, 1st place Nov receives $50 Savings bond, $3,030 purse paid by moto & overall (200% p.b. if less than 15 riders/class; 50% of gate in bad weather). Split sched: Nov prac. 8:30 a.m., riders meeting 9:15, race 9:30; Int & Ex prac. approx. 1:30 p.m., race 2. Gate $5. Entry $10 Sptsmn, $20 Ex. Info 817/373-2753.

March 18

CALIFORNIA INTERSHOWS SWAP MEET
Orange County Fairgrounds, Costa Mesa, CA. End of Newport 55 Fwy. Opens 6 p.m.-10 to public. Free park. 1000s of parts, accessories, bikes for sale. 10x10 space $20, 10x15 or prime space $30, m/c for sale $10 ea. 24 hour info 714 498-6861.

March 19

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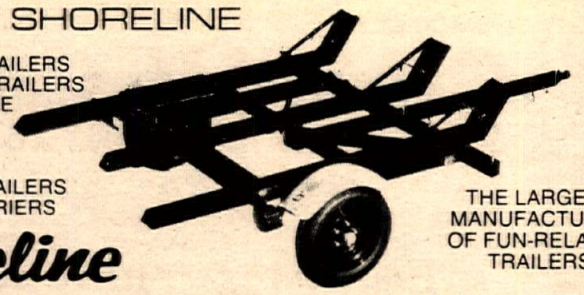

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RACE Schedule

Fri.	Feb. 25	Motocross	Corona
Sat.	Feb. 26	FT½, TT	Corona
Sun.	Feb. 27	Un-Leap Year	Corona
Fri.	Mar. 4	Motocross	Corona
Sat.	Mar. 5	Ody, 3 Whlrs	Corona

CYCLE NEWS WEST

America's weekly motorcycle newspaper

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ON THE FRONT PAGE: Series leader Jeff Ward took another 125cc Pro win at Hollister in the Golden State Series. Photo by Karel Kramer.

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VOICES

Sears Point development

We would like *Cycle News* readers, especially those within the northern California region to be aware that Sonoma County Regional Parks Department will be studying the potential development of improved OHV facilities at Sears Point Raceway, in southern Sonoma County. The County has retained Larry Seeman Associates of Berkeley to study the environmental impacts of this project, and Card Corporation of Sacramento to prepare a master plan and economic feasibility study. Card will be conducting a survey of user needs and wants, both through the mail and at riding areas. They are interested in hearing from anyone who has comments or questions regarding this project or who would like to respond to the survey.

Randy Anderson, the project manager for Card, has been a rider, both on- and off-road for 15 years, including five years of motocross racing in northern California, so you can be sure he would be a willing and understanding listener. He can be reached at 916/448-8308, or 3101 "I" Street, Sacramento, CA 95816. Dino Bonos, Project Planner for the Parks Department, can be reached at 707/527-2041.

JOSEPH D. RODOTA
Director, Sonoma County Regional Parks Department
Santa Rosa, CA

Record books

Parker, AZ, was the sight of a new mark to be placed in the SCORE/Parker 400 history books. Dave Miller, 44, from Scottsdale, AZ, riding for Jim Halford's Arizona Husqvarna and Malcolm Smith Products, once again soloed the event for a Class 38 victory. Ordinarily, the win might be overlooked, but in this case, the victory marked his fifth straight Parker 400 win in a row.

Dave's win was not just handed to him either. In a field of 17 Class 38 participants, most of which are very highly respected racers (i.e. J.N. Roberts, Max Switzer, etc.,), Dave not only beat his opponents by total elapsed time, but also started the race in the back lines and wound up finishing as the first Senior to receive the checkered flag.

He began his streak back in 1979, when a riding buddy Wally Neal, approached him with the idea of being a co-rider. Apparently, it was a wise choice, because Dave's introduction to SCORE racing resulted in a first place effort. Since his first race in '79, Dave has made the 290-mile annual event a solo affair, dubbing him a true ironman.

In Arizona desert racing, this man of steel chooses not to run with the others in his age bracket, but with the younger Experts. He consistently finishes in the top five overall at each ADRA event, always keeping his yearly number plate to a single digit. This year, he currently holds the number five overall desert plate, while his son, Kent, holds the number one.

Kent, we might add, finished second in Class 21 (250cc) of this year's Parker 400, after losing his lead, and a shot at the overall title, with a flat rear tire on the first Arizona loop. He, like his father, opted to solo the event with support given by Malcolm Smith Products, Halford's Arizona Husqvarna, and his many ADRA friends.

We here at Malcolm Smith Products would again like to congratulate Dave Miller and offer him the credit he deserves as a respected desert racer and a motorcycling enthusiast.

BILL LUCK
San Diego/Arizona Sales Rep
Malcolm Smith Products

H-D comment continues...

In response to Mr. Dye's letter in the Feb. 16 issue of *Cycle News*, it must be remembered that with the current economic climate, *all* motorcycle manufacturers are suffering from the reduced market, not just Harley-Davidson. In Harley-Davidson's case, however, they are also suffering from the unfair trade practices of the Japanese manufacturers. A spokesman for Harley-Davidson said at first it was thought that the Japanese were simply maintaining production levels because of their commitment to lifetime employment. However, it became apparent that Japanese motorcycle manufacturers had instituted unfair trade practices by irresponsibly increasing their production and imports to the U.S. despite a significant drop in retail sales.

It can be statistically shown that with regard to pricing, Japanese motorcycles continue to be suspiciously low when compared to Japanese import car prices. In the last five years Japanese car prices have risen at a rate twice that of Japanese motorcycles, which is one of the reasons for the difference in price between Harley-Davidson and the Japanese motorcycles.

And, as to the claim that a favorable ruling by the International Trade Commission will do harm to the already slow imported motorcycle business, consider this: If the Japanese refuse to conduct business responsibly by continuing to add to already irrationally-overstocked inventories, a price war between all the competing companies will result. While Harley-Davidson has nothing against healthy price competition, drastic price-cutting moves by the imports in order to desperately reduce large inventories would produce dealer profit margins that are thin, nonexistent, or negative. This would weaken dealerships, which would be unable to provide service after the sale and contribute to business failures. Again, these are all U.S. businesses.

Harley-Davidson is not asking for, or do they need, "bailout" in the form of federally-guaranteed loans. Guess who would ultimately be funding such loans? U.S. taxpayers. Industries in Japan enjoy the luxury of being subsidized by their government, thus having no unemployment and also having a substantial advantage over U.S. firms in funding for research and development.

A motorcycle manufacturer does not survive for 80 years without producing a motorcycle of quality and dependability that appeals to a good share of the market. And it appears that it is the *Japanese* who are following Harley-Davidson's example in reference to V-twins by entering the V-twin market with "Milwaukee styling."

America is a free market with regard to trade, but as Mr. McCoy men tioned in the Feb. 16 issue, American products cannot be shipped to Japan without excessive tariffs and trade restrictions. The $19 billion trade deficit in Japan's favor attests to that. No free and equal world market can exist with such inequalities. The International Trade Commission's recommendation proves that Harley-Davidson has a case and the President must consider U.S. industries and livelihoods first, just as Japan supports its own interests.

KERRY BRETHORST
Whittier, CA

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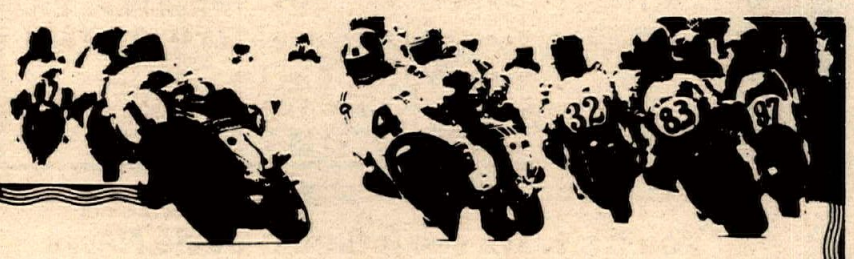

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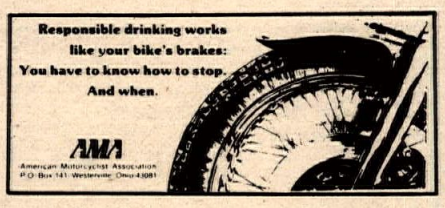

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AMA D-36 HILLS FERRY ST
Hills Ferry Speedway, Modesto, CA. Hills Ferry Rd. & River Rd. 10 mi. E of Modesto. On I-5 take Newman Ex. (Stuhr Rd.) to Hills Ferry Rd. Then Lft to River Rd. All classes inc Minis and Semi-Pro. Prac. 4 p.m., race 7. Entry $10, Pro plus $3. Watch $4. Info 408 463-0548 (Lionel Nunes), track phone 208/862-3453.

Mar. 19-20

CALIFORNIA AFM RIVERSIDE RR
Riverside Raceway, Riverside, CA. All AFM classes. Info 213/926-2583.

March 20

ERA OREGON MX
Franklin, OR. Hwy 36 or Florence cuttoff through Cheshire to Territorial Rd, turn left, track next to grade school. All classes, 5 rider min./class. 33.33% Sptsmn troph., 100% Pro p.b. Protective clothing, 3 no. plates, helmet no. & muffler req'd. Sign in 9 a.m., prac. 10, race 11. Pro-Am memb. $10. Entry $6 Sptsmn, $10 Pro, add $1 if you forget Pro-Am card, add $2 for non-memb. Watch $3 adult, $2 6-17 (with student body card), under-6 free. Emerald Racing Association. Info 503/688-1274.

AMA D-36 SANTA CLARA MX
Santa Clara MX Track, Hwy 237 & Great America Parkway, Santa Clara, CA. All classes incl. Beg, Dinosaur & Women. Bonus troph. & 100% Pro p.b. Track has been relocated; all new. Parts in the Pits. Concessions & food. No pit riding. Gate 6 a.m., sign up 6:30, prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Pro. Watch $4 adult, $1 6-12, under-6 free. Info 415/886-5413.

OKLAHOMA OCCRA CROSS COUNTRY
Mooreland, OK. Race at noon. Entry must be in by March 1. Entry $8, $9 non-OCCRA memb. OCCRA, Rt 1, Box 164A, Mooreland, OK 73852. Info 405/994-2533.

WASHINGTON MABTON DUNES MX
Mabton Dunes, 2 mi. W of Mabton on Hwy. 22. All classes 30% troph., 100% Pro p.b. Track wide and sandy - no rocks. Gate 7:30 a.m., prac. 9, race 10. Entry $10, $20 Pro. Info 509/ 837-4438 (Pat)

AMA D-36 SEMI-PRO MX
"E" street track, Marysville, CA. Hwy 70 to North Beale Rd. (at S. city limit), then go over Levee on Shad Rd. All D-36 classes. AMA and D-36 rules apply. Gate open 6:30 a.m., sign-up 7:30, race 9. Entry $15, Pros plus $5. Watch $4, children $1, und. 6 free. Info 916/695-2727 (Charlie Sexton).

CALIFORNIA OLD TIMERS DE ANZA MX
DeAnza Cycle Park, Riverside, CA. All Old Timers Assoc. classes, 30% brass. Memb. open, 40 yrs plus to join. Gate 7 a.m., prac 8, race 9. Entry $12. Info 213/869-3802, 714 496-8779 (Dennis)

CALIFORNIA BUDWEISER/CONTRA COSTA HONDA MX SERIES FINALE
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo and Vasco Rd. Final race in series, $1000 Pro purse plus series money. Dbl CMC points. All classes, free camp, GP course. Gate 6 a.m., prac 8, race 9. Entry $20, Pro $30. Info 415/798-5695, 634-5695 (Tom Anderson, 415/ 634-6596 (Phil Anderson)

Mar. 25-27

KANSAS TRADE SHOW
Cessna Activity center, 2744 George Washington Blvd, Wichita, KS. Features M/Cs and related items. Friday 5-10p.m., Sat. 10-10, Sun. noon - 10. Admission $2.

March 26

OMC IDAHO INDOOR FLAT TRACK
Caldwell,ID. Behind the O'Conner Field House at 21st & Cleveland. All classes up to 750cc (2 cylinder max.) incl. Powder Puff. Bonus to Series winners at end of Series on Mar. 26. Indoor pitting & concessions. Class C tires on rear (front knobbies OK) and silencers req'd; C tires optional for Mini, Micro & Pee Wee. Sign up 4-6 p.m., prac. 6, race 7. Entry: $5 Mini, Micro & Pee Wee; $10 Beg; $15 Ex. Watch $3 adult, $1 6-12, free to under-6. Owyhee Motorcycle Club. Info 208/342-7439 (Ref.), 888-7357 (Asst. Ref.), 459-0010.

ROAD RUNS

March 11-13

CBX OWNERS NATIONAL MEET
Golden Eagle Motor Inn, 2480 W Volusia Av., Daytona, FL 32014. Awards for longest distance. best custom, best touring, 50/50 drawing, meet pins. Info 602/831-2542 (Stan)

March 13

CEA STREET RALLY & POKER RUN
Begins at the Rock Store, 30352 Mulholland Hwy. W on Vetura Fwy., ex. & turn Lft on Kanan Rd., Lft on Sierra Crk., rt on Mulholland to Rock Store. First bike out 9:01 a.m. Time, distance and Poker hand street run, approx 150 miles. mileage to 1/100th, timed to second. Sign up at 8:00 a.m. Fin pins, time & Poker hand troph. Entry $6. Info 213/448-8351 (Jerry).

March 26-27

SO-CAL HARLEY DEALERS MD BENEFIT RIDE
Riverside Resort, Laughlin, NV. Sign in at participating dealer. Make own reserv. in Laughlin. Two day road run w/lots of prizes. All proceeds to MDA & Jerry's Kids. Donation to MDA $10. Info 714 884-6464 (Walter Wix).

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

_____

_____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

_____

Additional info: _____

_____

_____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

RESULTS

AFM Road Racing 1982 Final Standings By Frank Nellis

NATIONAL
TOP 10 RIDERS
Frank Mazur
Howard Monise
Joe Montoya
Chuck McAvoy
Scott Gray
Kevin Peltz
Wayne Montoya
Denny Doherty
Fred Thomas
John Robertson
NOVICE OF THE YEAR
Mike Rolloff
FORMULA 1
Rich Oliver
J. Woo
Bernd Koegler
Kerry Bryant
FORMULA 2
Kevin Peltz
Kurt Bickel
John Robertson
FORMULA 3
Dwayne Chung
Kevin Peltz
Gordon Hedemark
FORMULA 4
Jeff Legitt
Len Gambo
Gary Pendegrass
FORMULA 4A
Dwayne Lane
Flem Juliussen
Michael Flemming
FORMULA S
Chuck McAvoy
Kurt Bickel
Kurt Sager
FORMULA T (0-750)
Mike Johnson
Matt Riolo
Marc Salvisberg
FORMULA T OPEN
Mick Ofield
Phil Beck
Vance Breese
Kevin Bracken
SIDECARS
Essaff/Cruger
Lougee/Jackson
Cleeton/Eng
OPEN SUPER STREET
Denny Doherty
Bernd Koegler
Kevin Bracken
Earl Roloff
601-750 SUPER STREET
Kevin Peltz
John Robertson
Dennis Fryer
230-600 SUPER STREET
Chuck McAvoy
Wayne Montoya
Francis Mazur
OPEN MOD PROD
Earl Roloff
Danny Hart
Brad Taylor
601-750 MOD PROD
Scott Gray
Mike Krolick
Doug Filangeri
451-600 MOD PROD
Francis Mazur
Joe Montoya
Pete Escalante
251-450 MOD PROD
Howard Monise
Francis Mazur
Clinton Whitehouse
0-250 MOD PROD
Greg Overman
Hawley Slayton
A.J. Parks
OPEN STK PROD
Danny Hart
Mike Kauzlarich
Terry Statum
601-750 STK PROD
Scott Gray
Mike Krolick
Doug Filangeri
451-600 STK PROD
Francis Mazur
Joe Montoya
Pete Escalante
0-450 STK PROD
Fred Thomas
Joe Elkins
Doug Keith
AFM NORTH
FORMULA 1
Rich Oliver
J. Woo
Bernd Koegler
FORMULA 2
Kevin Peltz
Kurt Bickel
John Robertson
FORMULA 3
Dwayne Chung
Kevin Peltz
Gordon Hedemark
FORMULA 4
Jeff Legitt
Gary Pendegrass
Eric Kondo
FORMULA 4A
Steven Ledwith
A.J. Parks
Sue Moein
FORMULA S
Chuck McAvoy
Kurt Bickel
Kurt Sager
FORMULA T (0-750)
Mike Johnson
Matt Riolo
Marc Salvisberg
FORMULA T OPEN
Phil Beck
Vance Breese
SIDECARS
Essaff/Cruger
Lougee/Jackson
Cleeton/Eng
OPEN SUPER STREET
Denny Doherty
Bernd Koegler
John Morena
601-750 SUPER STREET
Kevin Peltz
John Robertson
Doug Filangeri
230-600 SUPER STREET
Chuck McAvoy
Wayne Montoya
Francis Mazur
OPEN MOD PROD
Danny Hart
Brad Taylor
Mike Kauzlarich
601-750 MOD PROD
Scott Gray
Doug Filangeri
Phil Baird
451-600 MOD PROD
Francis Mazur
Joe Montoya
Pete Escalante
251-450 MOD PROD
Francis Mazur
Dale Alexander
Tim Kelly
0-250 MOD PROD
Greg Overman
Hawley Slayton
A.J. Parks
OPEN STK PROD
Danny Hart
Mike Kauzlarich
Darryl White
601-750 STK PROD
Scott Gray
Doug Filangeri
Jeff Meda
451-600 STK PROD
Francis Mazur
Joe Montoya
Mike Johnson
0-450 STK PROD
Fred Thomas
Joe Elkins
Doug Keith

Boss Motocross Prairie City OHV Sacramento, CA King of the Hill Championships I Feb. 13, 1983 By Doris Brazil

OPEN NOV	
David Contente	Hon
John Madrid	Suz
Weylin Thompson	Hon
OT NOV	
Bob Delre	Kaw
Bill Housh	Yam
Dennis Pangburn	Suz
OT INT	
Jess Gallo	
VETS NOV	
Bud Roberts	Hus
Don Lockren	Suz
Jim Heins	
VETS INT	
Gary McPherson	Hon
John Winters	Mai
Jim Mosca	
OPEN EX	
Brian Jodry	Hus
Randy Losh	Mai
Beau Hibdon	KTM
OPEN INT	
Thomas Morris	Hon
Steve Park	Yam
Russ Boehn	Hon
MINIS NOV	
Jon King	Hon
John Adams	Kaw
Daryle Yount	Kaw
MINIS INT	
Tallon Vohland	Yam
Scott McElroy	Hon
Troy Lindeman	Hon
MINIS INT	
J.J. Taylor	Kaw
60 NOV	
Shawn Yount	Kaw
Jim Esther	Yam
Steven Housh	Yam
125 INT	
Sean Conley	Kaw
Ronnie Williams	Hon
Mark Ernst	Kaw
125 EX	
Tim Aston	Kaw
Jim Olson	Hon
Keith Fox	Yam
125 NOV	
Mark Everett	Yam
Bobby Delre	Yam
Carl Lindemann	Yam
250 NOV	
Sam Fries	Hon
Shawn Freiling	Kaw
Dale McKenzie	Hon
250 INT	
Glen Sabol	Hon
Kevin Green	Hon
Rob Day	Hon
250 EX	
Brett Cahors	Hon
Ken McKenzie	Hon
Dave Wood	Yam

CRC MX 1982 Final Point Standings

50/60	
Bubba Erickson	652
Alvin Matthews	515
Joel Tokarsky	414
Sean Blanchard	246
Jason Collier	234
Greg Wine	229
Wesley Klein	212
Steve Kotajarvi	200
Shawn Bates	180
Brian Payne	155
Buddy Antunez	146
Shane Hunt	123
Jesse Tewksbury	114
John Shaver	108
Jeff Leonard	97
Eddie Gawmond	92
Danny Lamb	88
Allan Brehm	85
Jon Shier	70
Matt Foster	63
David Ochoa	62
Ronnie Densford	53
Mark Zaragoza	50
Damon Huffman	49
Dennis Dahlin II	48
Jimmy Clay	41
Dustin Evans	41
Johnny Chamberlin	40
Jimmy Button	39
Mike Reiley	38
Christopher Ross	37
Mark McDonald	36
Ryan Spurgin	32
Sean Thornton	28
Shawn Kalos	27
Tommy Clowers	26
Mike Pascarella	25
Kayle Johnson	22
Jim Chamberlin	21
Justin Stanning	20
Justin Rich	20
Jim Christin	18
Frankie Villegas	17
Eric Litzenberg	16
Anthony Hernandez	15
Mitchell Hukill	15
Lenny Guyett	15
Greg Guerin	11
Joey Winston	9
Jeff Willoh	8
100	
Steve VanDuzen	345
Toby Lawes	298
Brian Felix	227
Chuck Whitmore	194
Mike Penta	126
Curtis Dougherty	113
Eddie Tanner	93
Chris Cole	47
Jeff Reynolds	45
Mark Leckman	36
Steve Corteville	31
Jason Davenport	22
Tony Mercier	11
Ron Luellen	11
Paul D'Amico	11
Darrin Currier	10
Roy Abbott	2
Mark Browne	1
80	
Scott Murphy	1049
Jeff Barbacovi	997
Danny Barnett	632
Curt Trimble	578
Chris Burgess	501
Shane Trittler	461
Joe Lozano	448
Jason Davenport	423
Robert Makimoto	407
Robert Forest	394
Jeff Mabery	372
Steven Gamble	367
Paul Matthews	364
Brian Felix	354
Tony Seckman	349
Jeff Clark	327
Duane DeArman	318
William Surratt	314
Thayne Zito	314
Jim Wardle	286
Mike Kiedrowski	286
Mark Toyama	284
Larry Brooks	282
Doug Allen	277
Wade Bone	275
Alex Baca	274
Tim Rutherford	264
Kayle Lewis	263
Tony Mercier	259
Thomas Holt	258
Bryan Pruitt	258
Robert Hopkins	258
Jeff Dunlap	255
Chris Cole	254
Frank Ray Jr.	248
Pete Peterson	242
Brock Suter	237
Troy Welty	234
Ptrick Beckley	233
Tim Young	229
Craig White	225
Tony Toste	225
Lance Smith	223
Bubba Erickson	216
Jeff Matiasevich	211
Mike Healey	209
John Gersjes	207
Eddie Hicks	205
Glemm Gordy	204
Paul Denis	196
VET	
Bill Millar	518
Dan Moore	380
Bob Barr	379
Alan Olson	366
Bob Crosta	264
Dan Sanchez	263
Ned Joy	262
Marino Bastionell	238
Ray Pisarski	233
Kent Shepard	221
Milt Muller	220
Raul Escamilla	212
Roland Thompson	202
Gary Willison	189
Jody Weisel	175
Bryan DeWald	152
Bob Dunham	149
Alan Gerkey	148
Mick Mistretta	144
Tim Cash	137
Ron Tuzinsky	125
Ken Ratzloff	123
Jim O'Neal	120
Bill Baxter	115
Joe Broussard	115
Lee Johnson	108
Ray Swanson	104
Asker Larnkjaer	104
Steve Dietrick	101
Jerry Thayer	93
Jim Draves	91
Alan Verchick	91
Ron Ryer	83
Tom Sawyer	83
Ron Way	82
Ron Cole	82
Dennis Warner	81
Jess Ruf	81
Ray Simmons	80
George Lazenby	79
Larry Mason	78
John Tartaglia	75
Peter Dill	73
Buzz Moeller	73
Bruce Hoover	71
Dwain Jarrett	69
Glenn Worrall	66
Rick Hall	65
Jim Beltinck	55
Tim Fitzpatrick	54
125 AM	
Jon Barrick	864
Jerry Anker	805
Mike Morrison	601
Rich Truchinski	586
Dave Antillion	557
Doug Huff	433
Gary Sailors	367
Trey McFarland	364
Chris St. Marie	361
Alex Krause	327
Ti Swartz	326
Jeff Segale	290
Scott Delameter	289
James Domay	285
Joe Hopkins	285
Michael Knapp	281
Todd Wimett	279
Mark Gibson	276
Jim Cobham	272
Jimmy Palmer	259
Gary Miller	255
Steve Cardillo	254
B.J. Lehn	253
Sam Storer	252
Dennis Agius	250
Jon Turner	245
Dave Moore	240
Ted Cordts	240
Denny Purcell	238
Alan Lippie	234
Bob Steinbach	233
Joe Tapia	230
Don Kokinda	227
Denton Weinberg	227
Mike Hughes	224
Dan Sanchez III	221
Danny Kudrave	218
Tim Foster	217
Cam Johnson	217
Dan Manohar	217
Mike Caruana	217
Joseph Crouch	216
Brent Smith	216
Mike Moore	214
Guy Arnone	213
Richie James	208
Rick Jordan	208
Kenny Clifton	207
Ray Romero	207
Warren Heath	205
250 AM	
Rob Petrin	888
Randy Owen	713
Dave Welty	576
Glenn Wells	560
Reggie Lamson	551
Dean Kassel	533
Mike Vrchota	453
Paul Walmsley	446
Dan Fitzgerald	441
Doug Russell	441
Chuck Penny	319
Pat Delligatta	314
Don Goettling	302
Marty Desbrow	289
Derek Borg	287
Joe Melton	287
Hank Weseman	287
Kevin Brown	265
Paul Wolfe	263
Michael Tarkington	258
Kevin Holmes	256
Randy Knox	243
Rodney Morrison	241
Marc Cummins	241
Mark White	239
Kirt Goldie	230
Mark Adamson	227
Bill Wingerning	224
Eric Riepe	223
Rick Perez	216
Micheal Martin	215
Larry Woodhouse	214
Brad Williams	209
Ken Campbell	203
Tony Spear	201
Kurt Prather	199
Randy Lippie	197
Matt Dunlap	196
Mike Watson	194
Mark Brown	191
Chris Kleczko	190
Jeff Scott	188
Brad Halfon	179
Mike Raschke	173
Monte Smetherman	172
Scott Yenzer	167
Bob Crosta	160
Dave Jones	159
Dave Hernandez	159
Larry Cravens	158
500 AM	
Ruben Falcon	506
Rodger McCabe	501
Glenn Wells	470
John Lovett	345
John Bumgarner	291
Garrie Turcotte	272
Karl Holmberg	257
Greg Atkinson	256
Jim Lundgren	248
Jim Harris	234
Steve Lucia	229
Jere Mason	214
Shawn Lane	213
Vince Friedl	210
Jim Carter	209
Garret Pengelley	202
Randy Schwalenberg	198
Robert Sena	197
Dan Baker	164
Dave Grupenhagen	164
Keith Meggs	153
Greg Perolio	147
Dan Stilwell	135
Marino Bastionell	135
Robert Clark	128
Chris Mallory	125
Philip Baron	117
Mike DeStefano	117
Dan Glover	109
Matt Johnson	109
Dempsey Stocker II	108
Mark Mangold	108
Jamie Einbund	102
Rodger Williams	101
Lynn Dennis	100
Matt Dunlap	98
Trey Campbell	96
Dan Durrer	94
Alan Skiles	94
Brian Wassell	91
Brian Brown	89
Mike Wilson	88
Todd Wiseman	87
David Labrot	86
Charles See	84
Monte Lutz	83
Paul Foster	82
Mike Norris	79
Verlin VanZee	78
Scot Wiseman	75
125 PRO	
Roger Hensley	
Doug Dubach	
Gary Bowman	
Johnny O'Mara	
Erik Kehoe	
Mike Brown	
Tracy Meeks	
Jim Simons	
Ted Brady	
Bob Kline	
Mike Beier	
Taylor Marcell	
Donnie Best	
Brian Myerscough	
A.J. Whiting	
Doug Gentry	
Russ Wageman	
Pat O'Donnell	
Troy Blake	
Ron Turner	
Louie Franco	
Carroll Richardson	
Jack Greenberg	
Mike Fisher	
Mike Larson	
Doug O'Donnell	
Robert Laughlin	
Craig Dale	
Mark Denning	
250 PRO	
Jim Tarantino	
Mike Shoemaker	
John Whelchel	
Curt McCuistion	
Larry Baker	
David Taylor	
Erin Buskirk	
Scott Manning	
Rick Johnson	
Jim Brodie	
Willy Simons	
Ken Zahrt	
Andy Guth	
Richard Sands	
Craig Cole	
Vince McMahon	
Pete Snorteland	
Darel Francis	
Warren Reid	
Michael Monghan	
Jim Coffey	
Ed Arnet	
Greg Zitterkopf	
John Drury	
Goat Breker	
Donnie Hanson	
Dan Conway	
Mike Tripes	
Scott Cavness	
Gary Adams	
500 PRO	
Tim Locey	
Jim Holley	
Bob Schulz	
Phil Larson	
Matt Tedder	
Brian Fry	
Tracy Oswell	
Mark White	
Steve Rhyan	
Mark Gambetta	
Micky Dymond	
Darren Oliver	
Kevin Davis	
Steve Banning	
Don Griewe	
Bill Keefe	
Brett Simonson	
Chuck Stearns	
Greg Torgeson	
Tom Webb	
Gordon Smith	
Will Harper	
Eric MacCracken	
Greg Zitterkopf	
Bruce McDougal	
Robert Casper	
Darrell Anderson	
Mike Garratt	
Glen Senecal	
Jimmie Roy	

Point Standings Indoor Short Track Red Bluff, CA Feb. 12, 1983

250 NOV	
Perri Turner	27
Ed Orput	23
Dave Chaidez	17
Rollen Eskew	12
Mike Fudge	6
250 JR	
John Guy	20
Mark Schmeck	12
Frank Pfeifer	4
250 EX	
Dale Hansen	25
Ken Gray	22
Don Howard	18
Doug Mignano	17
Tim Skov	16
J.R. Lamont	7
Walt Bevens	3
500 NOV	
Rollen Eskew	20
Perri Turner	6
Lewis Cannon	6
500 JR	
Randy Holycross	12
Frank Pfeifer	6
500 EX	
Walt Bevens	12
Bill Scott	8
Doug Mignano	6
J.R. Lamont	6
Scott Nail	6
125 2-STROKE/ 200 4-STROKE	
Dave Chaidez	13
Robbie Blagg	8
80 MINI	
David Mosier	8
Todd Damron	8

Indoor Flat Track Red Bluff, CA Feb. 12, 1983

250 NOV
Ed Orput
Perri Turner
Rollen Eskew
Dave Chaidez
250 JR
John Guy
Frank Pfeifer
Dexter Hayhurst
250 EX
John Lamont Jr.
Ron Arlt
Doug Mignano
Walt Bevens
500 NOV
Rollen Eskew
Steve Bosse
500 JR
Randy Holycross
Frank Pfeifer
500 EX
Walt Bevens
Doug Mignano
Bob Gibson
Bob Ross
125 2-STROKE/ 200 4-STROKE
Dave Chaidez
Ron Rohm
Glenn Grant
PEE WEE
Augustini
Jason Smith
Chad Smith

TROPHY PICKUP

San Gabriel Valley M/C November European Scrambles. Trophy pick up at next desert race. (307/8)

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

WANT ADS

Help Wanted

Sales Reps Wanted
Aggressive M/C distributing company wants hard working sales reps. You must now be selling to M/C shops and want to add to your line. (800) 854-1060 or (714) 747-1058. (205/TFN)

●●Professional Motorcycle Salesman●●
Motorcycle sales experience. Excellent pay and benefits include: Profit sharing, medical and dental. Call Bill McLean at KOLBE HONDA, 7514 Reseda Blvd., Reseda, CA 91335. (213) 345-7616. (206/TFN)

Suzuki-Yamaha Parts Manager
Must have experience and savvy of all aspects of Suzuki and Yamaha parts department. SAVALA'S SPORT CENTER, P.O. Box 1361, Rock Springs, Wyo. 82901. (307) 362-5531, Richard (207/TFN/E)

Senior Honda Mechanic 50/50 Split
(or salary). 120 miles north of San Francisco. Small town, good bucks year around, in the redwoods. Call Paul, MOTOSPORTS OF UKIAH, INC. (707) 462-8653. (206/7)

Live to ride Ride to live
ROYAL MESSENGERS is looking for neat appearing motorcyclist. Familiar with L.A. area. For delivering letters and small packages. (213) 786-0747. (204/7)

Experienced H-D Mechanic
Need mechanic with H-D dealership experience to work in clean, modern dealership. Send resume or call. HARLEY-DAVIDSON OF RENO, 3180 Mill St., Reno, NV 89502. (702) 329-2913. (206/7E)

Full or Part Time Sales Reps
Independent, commissioned representatives needed nationwide. Full line distributor expanding. Quality brands only. Contact: Chuck Ramage, (713) 665-4321. 6919 Alder, Houston, TX 77081. (10[illegible]/10E)

Wanted Service Manager
Must have experienced in Honda and BMW field. Contact Dean (303) 772-0421, 9-5 Tues. thru Sat. (205/8E)

Parts Person Wanted
Southern California's finest parts department is looking for a qualified person. Experienced only need apply. See Bob GIANT TUSTIN HONDA (714) 558-9393. (206/7)

Long Beach Honda Motorcycle is where it's happening
We need one salesperson that's got it all together. Must have motorcycle sales experience. All company benefits, super pay plan to the right person. Call Carl Diamond, (213) 423-1433. (206/8)

Montebello Kawasaki Reopens Needs Good Help Immediately Following positions must be filled
1 service manager — pro, 1 sales manager — pro in financing, 2 mechanics — experts, tools, 2 sales managers. Please apply quickly. Opening 2 to 3 weeks. (213) 790-2183. Contact David Gress. (306/7)

Motorcycle Salesman
We need an experienced salesperson for our high volume dealership. 1) High motorcycle commission. 2) Super F. + I. commission program. 3) Group health/life insurance. 4) Profit sharing. 5) Best advertising program. 6) Great working condition. JOIN OUR WINNING TEAM, WHITTIER KAWASAKI, 14043 E. Whittier, Whittier, CA 90605. (714) 994-1670. Ask for Tom or Jim. (205/7)

Asst. Manager for Dirt Bike Dealer
Proper attitude and appearance most important. Experience and knowledge can be learned. Specializing in cross-country Husqvarna, KTM, Maico and Can-Am. Part-time student considered. (213) 337-6811. (106/8)

Suzuki — Yamaha — Mechanic
Needs 5 years experience, own tools, neat, clean and references. SAVALA'S SPORT CENTER, P.O. Box 1361, Rock Srpings, WY 82901. (307) 362-5531. Richard. (207/TFN/E)

XR 750 Parts & Service
STORZ PERFORMANCE, 1362 Tower Square #2, Ventura, CA 93003. (805) 654-8816. (207/16/E)

Entry Level Mechanic
Call SANTA ANA KAWASAKI to arrange interview. (714) 541-5217. (207/8)

Attn: St. Louis & Southern Illinois Area
ROCKY'S CYCLE CO. INC. "EAST" is seriously looking for: 1 experienced man or woman to cover a large profitable midwest territory. If you are the type of person who can accept challenges with competitive spirit and self start attitude, this could be your opportunity to make some real money! Send resume in confidence to P.O. Box 3, Bridgeport, N.J. 08014. ATTN: JIM BUSA. (207/80

Los Angeles Reps Needed
We need ambitious sales people. Full/part time. Call Jon (213) 782-7225. (207)

GENERAL SERVICE MECHANIC with ability to build and maintain 4 stroke roadrace bikes. Full or part time. (213) 781-6386 Mr. Hayner. (206/7)

EXPERIENCED MANAGER to run retail Hi-Performance accessory outlet. Sales display, inventory marketing necessary. Call Mr. Haynes (213) 901-0730. (206/7)

Business Opportunities

FOR LEASE: Prime space for motorcycle service department in existing parts and accessory store. San Fernando Valley. (213) 781-6386. (206/7)

Honda Suzuki Dealership For Sale
NJ/NY metro area, established 20 years, owner retiring. After 8 p.m. (201) 647-2513. (307/10)

MOTORCYCLE ENTHUSIAST seeks capital for unique concept, sales/service and tour/camping options. Minimum $150,000 +, Write John Wood, Box 177, Redding, CA 96099. (107)

For Sale Independent
Japanese motorcycle repair shop specializing in HONDAS. Established 8 years, $55000 gross, $25000. (213) 353-5326 or (213) 980-9579. (107/8)

Yamaha Husky Dealership
Building, lot, inventory, etc. Salmon, Idaho. $155,000.00 terms. BIG VALLEY REALTY, 515 W. Bridge, Blackfoot, Idaho 83221. Jerry Bischoff (208) 785-0460 or 785-1313 or 785-4159 evenings. (307/8)

Accessory Store For Sale!
(213) 915-2090. (206/7)

TZ 750 OW
Lectrons, clean, $4500 includes spare Mikunis, swingarm, ignition, fairing, tailpiece. Fresh spare motor. $2900. Bill (916) 743-7285. (307/8)

'83 Maico 490
Excellent condition, best offer. (714) 682-1244. (307)

Want the fastest, smoothest
shift possible? Dale Walker's original Kaw. "Z" and GS Suzuki Electric Shift Kit allows full throttle shifts without touching the clutch. ET improvement up to 4/10's. Perfect for the serious drag racer, road racer and street rider! (Beware of imitations.) Call now DALE WALKER'S HP PRODUCTS, 311 Chestnut St., Santa Cruz, CA 95060. (408) 427-3625. (207)

★★★★★★★★★★★★★★★★★★

'82 Honda CR 250
Bike perfect, stock, Safety Ceet, Answer silencer, other extras. Must sell by 2-27-83, $1050 OBO. (714) 636-9065. (307/8)

1983 KTM 250 MXC
Excellent condition. (714) 996-3241. (307/8)

PARTS BIKE '81 1000 Police Kawasaki, bad frame, good engine, front end, wheels, swingarm, etc. (805) 964-7893. (307)

IT 175 E
Terry kit, aluminum swingarm, Metzeler, excellent condition, $700. (805) 522-3932 or (805) 583-3939. (307/8)

TZ 250 Pipes
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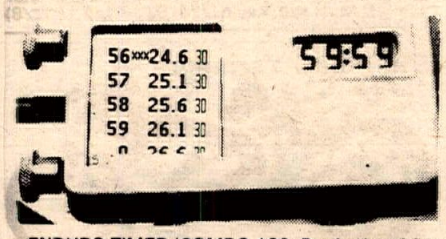

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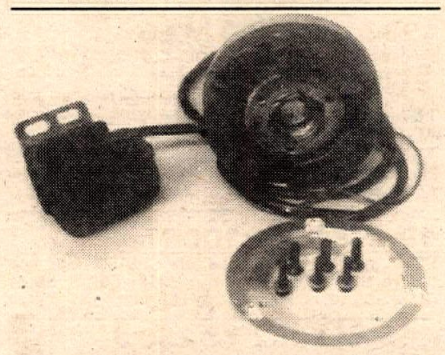

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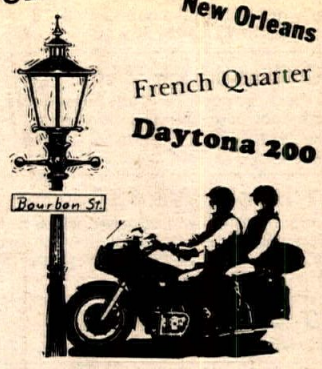

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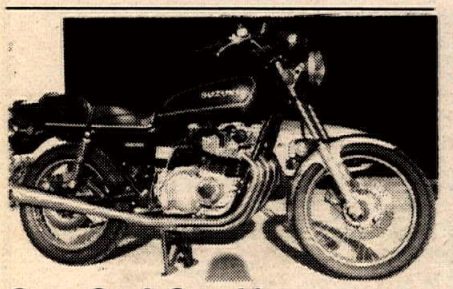

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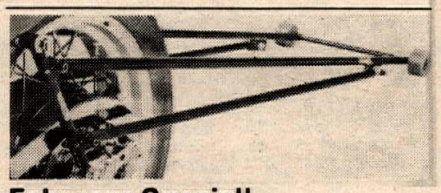

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WANT AD DEADLINE
Friday noon for the following Wednesday's issue. Fill in the Visa/Master Charge blank or send check or money order to: Above Address

Signature _____
Card Expires _____

Please fill in your complete account number and expiration date

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and accordance with the agreement governing the use of such card.

NATIONAL RATES
(Cycle News/West and Cycle News/ East)

PRIVATE PARTY
Per word..... 45¢
Headline in bold type..... $5 extra
Photos..... $7
(No larger than 5x7)
(One photo per Ad)

COMMERICAL/ HELP WANTED
Per word..... 95¢
Headline in bold type..... $8 extra
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(No larger than 5x7)
(One photo per Ad)

PHOTOS RETURNED ONLY WITH SELF ADDRESSED STAMPED ENVELOPE

Please run my ad ___ weeks in West
Please run my ad ___ weeks in East

Name _____

Address _____ City _____ State _____ Zip _____

PRINT BOLD HEADLINES HERE — **EXTRA** (leave spaces)
Bold Headlines do not count towards want ad word count

Want Ad minimum...$2.50

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8	9	10	11	12	13	14
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29	30	31	32	33	34	35
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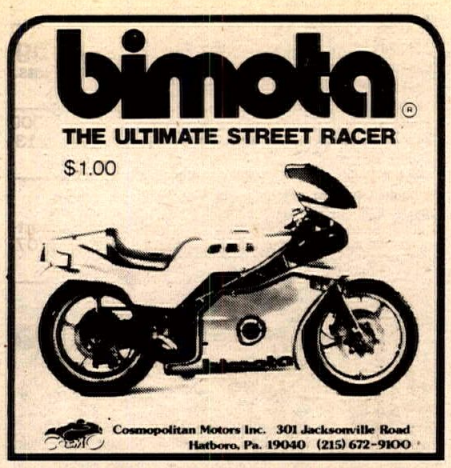
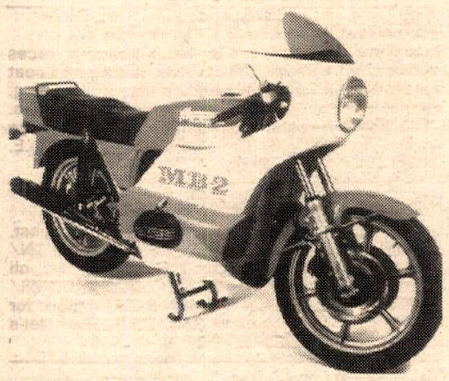
Cycle News cannot be responsible for illegible phone numbers. Area Code/Phone No.

Speedway Bike

Jawa 2-valve race ready bike with fresh engine. Any reasonable offer. (213) 962-8355. (307)



Retail and Dealer information. COSMOPOLITAN MOTORS, Hatboro, PA. (215) 672-9100. (238/EOI/TFN)

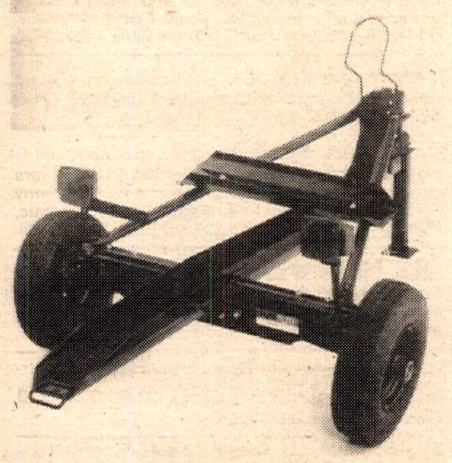


Magni BMW

Now available as frame kit conversions or complete machines. Sole concessionaire SLATER BROS., P.O. Box 746, Kenwood, CA 95452. (707) 833-2622. (248/ALT/TFN/E)

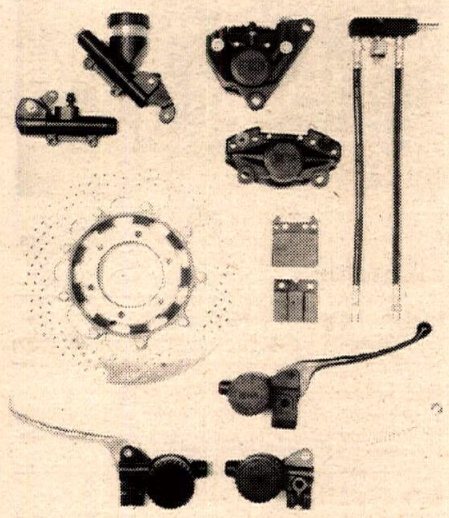
San Jose Husqvarna

is not our name, but we have 30 new 1980-'83 Huskys in stock and our base price is so low that CYCLE NEWS won't even print them. BRITALIA MOTORS, 385 Tully Road, (Across from the Fairgrounds), San Jose. (408) 295-4341. (107/8)



TUFF'n Lite Lightweight Trailers

Unique features, top quality, durable, easier to use than other trailers. Four models available for motorcycles and ATV's. Two year warranty. See your dealer or call toll-free for free literature and prices. (800) 854-1905 or (800) 542-6400 in California. (202/EOI)



Brembo Simply The Best

TOTAL HYDRAULIC BRAKING SYSTEMS. Calipers, master cylinders, discs, pads. Street and racing. If you are not buying BREMBO you are paying more for less. BREMBO BRAKES, P.O. Box 730, Kenwood, CA 95452. (707) 833-2622. (248/ALT/TFNE)

XR-750

Lawwill frame, Lawwill cams, Branch heads, mag wheels, fresh, ready to race. (707) 442-4123. (107/8)

Inventories For Sale

Moto Guzzi, Montesa, Hodaka, Vespa. (707) 442-4123. (107/8E)

HANES 100% COTTON screened Beefy-T (S-M-L-XL), $7.50. START/FINISH CLOTHING, 1875 W. 15th, Eugene, Ore. 97402. (107/9E)

Zero Every Check

on this almost new 1982 PE175Z. This bike has everything. Metzelers, aluminum struts, swingarm polished, Krause flow ported, reeds, silencer, DG airbox, up dated graphics, only 4 enduros. Out of work forces sale, $1150 OBO. (805) 649-3293. (107)

'81 Yamaha YZ250H

Good condition, runs and looks like new, $750 or best offer. (213) 326-8616. (107)

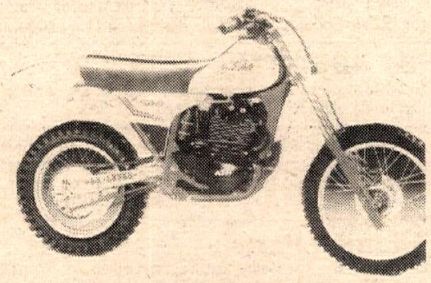
1978 DT250 Yamaha

Street legal, dirt or street clean, $550 OBO. (213) 695-5721. (107)

'81 YAMAHA IT/YZ 425

Excellent condition, bought new 6/81 YZ forks w/Terry kit YZ sw/arm w/White Bros. mono. YZ pipe w/Answer Prods. silencer, much more, $850/BEST OFFER. (714) 689-3689. (107)

1981 HONDA CR250R BOUGHT NEW 3/82, less than 30 hours, extras. Excellent shape, $950. (714) 796-9507. (107)



4 STROKE SALE

New '83 504 KTM, $2900. Can-Am Sonic discounted below dealer cost. Will ship. (213) 337-6811. (107/8)

Bikes Have To Go

To make room for new toy. 1975 BMW R90S $2200; 1973 MOTO GUZZI V-7 Sport $1200; 1974 John Player NORTON $1600; 1949 SUNBEAM $1400; 1956 BSA GOLDSTAR $1800; 1950 NORTON single $1500; 1961 MATCHLESS 350WD $1100; 1975 NORTON $900. Call Bill 9-6 (213) 941-4440. (307/8)

CR 250 R "'82"

White Power forks, White Bros. shock mods, new front tire, chain, sprockets. Excellent shape, $1195 OBO. (714) 536-2172 or (714) 531-3762. (307)

Wanted For X75 Triumph

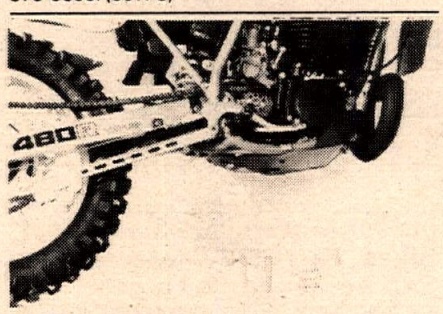
Seat complete with fiberglass base. Carl Porter, 6611 152nd St., Surrey, B.C. Canada V3S 3L2. (604) 594-2536. (307)

1983 KTM 495

3 rides, $1950. (213) 649-1700. (307/9)

1982 Husky Automatic

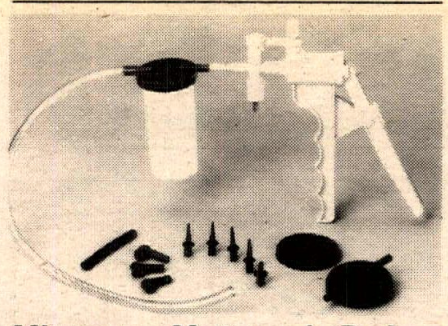
Ohlin shock, Mossbarger reeds, Pro Circuit silencer, trick transmission mods, long swingarm plus extras, 400 miles, $1550. Call Ralph, after 6 p.m. (619) 873-3805. (307/8)



SKID PLATE

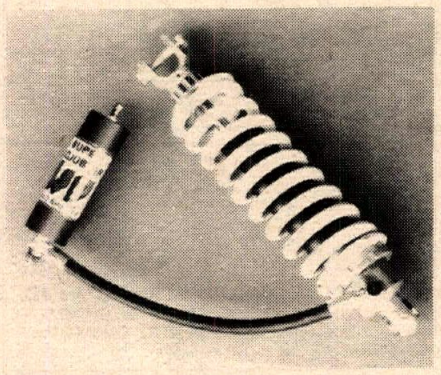
Custom fit, easy to install. Anodized blue, gold or silver to match bike color, super strong 5052 aluminum, $39.95 from UTAH SPORT CYCLE, 189 E. 3900 South, Salt Lake City, UT 84107. (801) 262-7453. (107E)

TRIUMPH 65 M CUB 200, runs, $175. YAMAHA 60 runs, sharp! $90. Northridge. (213) 368-2270. (107)



Mityvac — Motorcycle Brake Bleeding Kit

The Mityvac hand-operated vacuum pump enables one person to easily and quickly bleed a motorcycle hydraulic brake system kit, #6860 — $27.60. Contact your local dealer or: NEWARD ENTERPRISES, Dept. CN, 9251 Archibald Ave., Cucamonga, CA 91730. (714) 987-8975. Visa, MC, C.O.D. — write or call for free brochure. Dealer's discounts available. (303/E/EOI)



White Bros for White Power

WHITE BROS. have a good stock of WHITE POWER super adjuster shocks for the '83 Honda CR's. The improvement over the standard shock has to be tried to be believed. By reduced harshness improved reliability, and increased rebound control your lap times and rider fatique will be reduced. WHITE BROS. sets up each shock for the rider and your satisfaction is guaranteed. WHITE BROS. carry the WHITE POWER SUPER ADJUSTER SHOCKS and springs for all late model MXers. Call WHITE BROS. (714) 895-1991, 11750 Seaboard Circle, Stanton, CA 90680 for the competitive edge in suspension. (207E)

'80 Trials Bultaco Sherpa T350

Very clean. (213) 784-8151. (107)

'82 Honda CR125

Full $660 Mugen power kit, spare stock cylinder, like new, never raced, used for set up only, $1500 OBO. (619) 244-5425. (107)

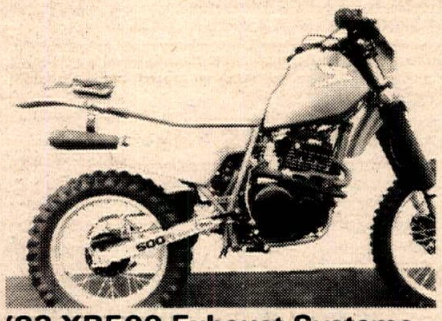
'82 RM 125 Z

Fresh bore, runs great, looks clean. Must sell, $850. (213) 780-8731. (107)

JAWA 2-valve, nickeled, extra engine, spares, $950. '79 HONDA CR250, new rebuilt engine, $750. YAMAHA TT500, many extras + 19" wheels, $850. I need 4 valve speedway, will trade, buy, add cash?? Kevin Hugill (408) 659-2481. (107/8)

1982 SUZUKI RM 250, injury forces sale. Simons upside down forks, White Bros. shock kit & reservoir, Boyesen reeds, Twin Air, air box, fresh top end, $1300. 1981 SUZUKI RM 80, excellent condition, $400. 3 rail trailer, $200. (213) 897-7367. (407/9)

1980 HONDA XR200, 2500 miles by 62 yr. old rider, $700 — BELL HELMET — boots — 2 9.50 X 16.5 truck tires slightly used, $150. (213) 424-0863. (407)



'83 XR500 Exhaust Systems

WHITE BROS. now have silencer kits & exhaust systems in stock for '83 XR500's. The WHITE BROS. systems feature the forestry approved Super Trapp spark arrestor for maximum horsepower and mellow exhaust note. Power is increased and weight saved over stock. The silencer kit retails for $69.95 and the complete system for $129.50. Contact: WHITE BROS. 11750 Seaboard Circle, Stanton, CA. 90680. (714) 895-1991 or see your dealer. (207E)

1977 Triumph Silver Jubilee

Very rare. Special edition! Excellent condition, $2500. (213) 362-9677. (107/8)

1982 Suzuki RM 465 Z, $1200

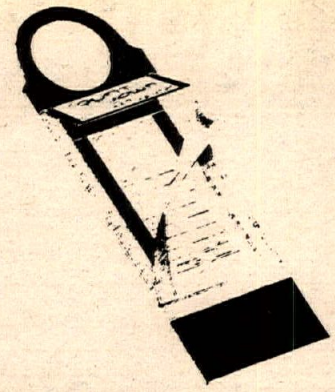
Excellent condition. (805) 399-6203 (107-9)

1981 IT465 Yamaha

Sharp, Works suspension, fresh tires, chain, sprockets, bottle, street licensed, $1,100. (213) 887-0889. (307)

Motorcycle Trailer

Heavy duty three rail trailer. Large tires, used three times, $450. (714) 675-4917. (107)



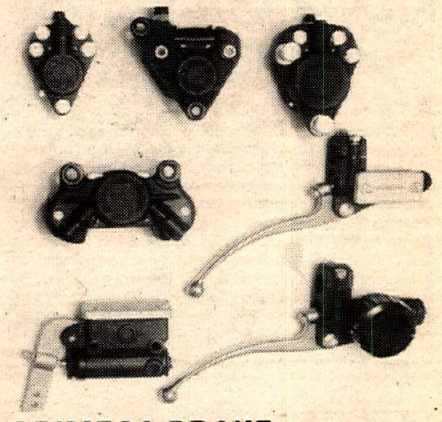
The COMBO $99.95, clock only, $89.95, 24 MPH Pacer, $129.95, Rollchart holder, $19.95, Econo clock, $49.95. Leather timecard holder, $14.95. Shipping included. COUNTDOWN (213) 348-8381. (205/EOI/TFN)

Racers Special

HONDA 750F with 836cc kit, Kosman wheels, brakes, 29mm Mikunis, Kosman swingarm, steering head mods, Bud rearsets pipe and fork brace, Fox Shox, also unlaced WM4 18 inch Kosman front wheel, whole frame just refinished, $3000 OBO. Call after 3 p.m., Dean (408) 253-2163. (307)

Ascot Honda FT500

Megacycle cam, Wiseco piston, White Bros. pipe, Mikuni, Derale cooler, ported. Less than 1500 miles, not a scratch. This bike will embarrass many larger ones on canyon roads. $2500. (503) 399-9103. (307)

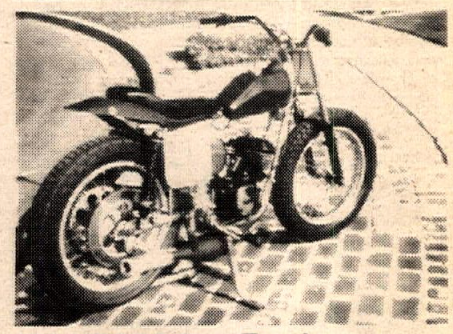


GRIMECA BRAKE COMPONENTS

Complete line in stock. Kits available. STORZ PERFORMANCE, 1362 Tower Square #2, Ventura, CA 93003. (805) 654-8816. (203/E/TFN/EOI)

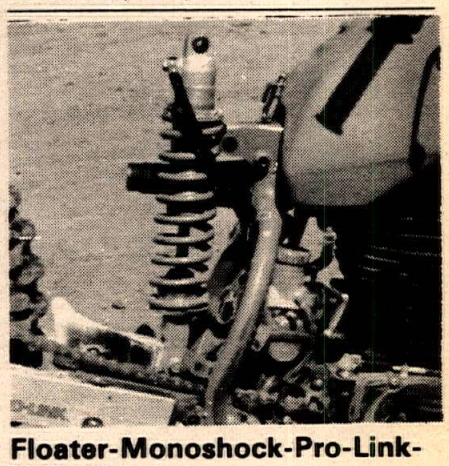
1982 RM 125 Z Suzuki

Excellent condition, must sell, $1000. Call (213) 469-3529 days, ask for Dan. (307/8)



'78 YZ250 Flat-Tracker

Trackmaster, Marzocchi forks, new glass and brakes. Very fast engine, has Selvy ports, big reed, Bill's pipe and "Secret" magneto. Comes with extra wheels, tires, gears, glass, pipes, and much more. Call Terry at (213) 860-1354 days, (714) 826-0313 eves. $1500. (407/8)



Floater-Monoshock-Pro-Link-Unitrak

We specialize in setting up suspension for your riding style. Service any single shock, $24. #2 valving mods., $69.95; #3 valving mods., $129.95. Complete selection of springs, $59-$89. Fork mods. start at $39.95. Shaft & seal repair on most shocks. SCOTTS SCOOTER SERVICE, 2627 Honolulu Ave., Glendale, CA 91020. (213) 248-6747. (207/8)

1977 TT500
Basically stock, excellent condition, hardly ridden. Complete bike or rolling chassis. Dirt track wheels and tires, low pipe. Also have spare stock frame and swingarm. Call Ron, (312) 985-2096. (307)

Knott Kustom Fabrications — Now Open
Full service machine shop, all new equipment, owned/operated by Boonie Knott. Dealer or retail price lists available, call for list or quotes. Services: flow bench testing, boring, porting, welding, crank work and more. RR #2, Box 141, Urbana, IL 61801. (217) 469-2784. (207/12)

XR750 Brake Kits
Rear brake kit fits all XR's with Harley or Barnes type wheels. STORZ PERFORMANCE, 1362 Tower Square #2, Ventura, CA 93003. (805) 654-8816. (204/8/E)

'80 Moto Guzzi ST-1000
Beautiful sport touring machine, with accessories. $2800. (213) 806-1713. (307/10)

'71 BSA 500 Single
B-50 on/off road, sell/trade. (714) 985-3532. (107)

TZ 250 E/G
Race ready, freshly rebuilt with Bratton crank, new frame with G front end. Wide DID's, Lockheed Caliper with Cosmon rotor. Over $1200 in spares, must sell, $2900 OBO. (916) 726-3846. (107/8)

'82 Yamaha YZ250J
Excellent condition, DG pipe, Dunlop tires, extra fork and shock springs, struts. Expertly maintained, $1100 OBO. (714) 633-8749. (107)

'80 KDX 175 $600
New condition, tires, 280 miles. (714) 830-4049. (107/9)

'83 Honda CR480R
Trial ridden 3X, extras, $1900. (213) 256-7401. (107)

1977 IT 175 YAMAHA, $400 OBO. 1974 LT 100 $200. 1974 RICKMAN ZUNDAPP, extras, best offer. Wanted leathers for 6'1", 185 pounder. (714) 636-7849. (407)

'79 RD400 Daytona
Custom paint, pipes, drilled discs, modified engine and more! Super nice! Only $1885. (916) 381-3050. (106/7)

'77 RD400
TZ750 reeds, Morris Magnesium wheels, CDI, fairing, fiberglass tank, seat, super fast, street or race. Sacrifice at $2865. (916) 381-3050. (106/8)

'81 KTM 250 $650
Metzeler, Boost bottle, two tanks, Works super crossers, Mukuni A-Trak, Jim evenings (714) 774-5504. (306/7)

1981 Suz GS1100 & 1978 GS1000
Motor parts, forks, wheels, and brakes (213) 355-1870. (306/9)

1982 Suzuki GS1000SZ Katana
Yoshimura pipe, 33mm smooth bores, 1000 miles, $3200 OBO. (213) 355-1870. (306/9)

PRO TRAK TRAILER, 12 ft., bunks, cabinets, lights. A deluxe model $1250. Allison (619) 277-1420. (306/7)

BMW R100RS 1982
4500 miles like new with extras $4395 (714) 879-5340 Ext 239. 8 to 5 Mon-Friday. (306/7)

1982 RM250Z
Mint condition, superbly maintained! Bought 9-82 $1200. (805) 522-3364. (306/7)

110 Page Performance Catalog
Road Racing and Superbike accessories, fairings, handling and engine modifications, seats, fenders, tools and many hard to find performance items at satisfying prices. Send $2.00 to RACERS SUPPLY, 7066 Van Nuys Blvd., Van Nuys, CA 91405. (105/7)

Tire Liquidation Sale
Over 4,000 tires in stock. 30% to 70% off Continental, Michelin, Dunlop & Metzeler street tires. We ship UPS. Call for prices — ROAD AND TRACK (213) 873-6044. (105/7)

1970 DT1-250 YAMAHA ENDURO. Very good condition, $295. Three rail M/C trailer, recently built, $195. (213) 944-8185. (106/7)

SPEEDWAY LEATHERS wanted, 5'6", 140 lbs. (213) 897-5211. (106/7)

'81 Yamaha TT250
Ridden 5 times, White Bros. mono and pipe, Terry fork kit, $1050 or trade for '81-'82 Honda Odyssey. (213) 438-4176. (106/7)

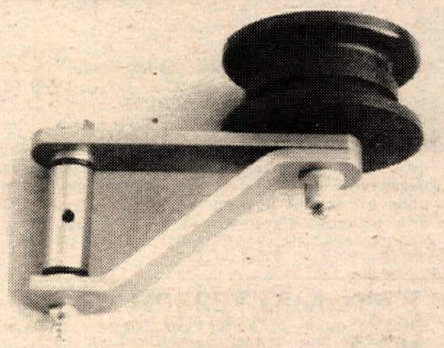
1982 Yamaha YZ 490J
Very clean, well maintained, excellent condition, $1200 OBO. (714) 768-3828. (106/7)

★ KTM ★ KTM ★ KTM ★
SALES — SERVICE — PARTS — MAIL ORDER SERVICE! Ohlin shocks dealer. BRIGHTON KTM, 327 Walnut, Brighton, CO 80601. (303) 659-5419. (29/TFN)

GENERIC TIMEKEEPING
Written for the guy who wants to win at AMA enduros. 35 full size pages, complete with AMA enduro rules and how to use them to your advantage. Find out how the Pros do it. Send $12.50 to Jon Blythe, 433 Harrison St., Denver, CO 80206. (103/7)

Speedway School by Mike Bast
February 26-27th. Discount on leathers, Simpson helmets, Bill Cody Products. We offer a full line of training. Call for additional times and information. (714) 780-8261. PRIVATE LESSONS AVAILABLE. (202/TFN)

'81 Maico 490 Holeshot King
Wheelsmith mods, Thor swingarm, old timer care, light and fast, $1200. (213) 445-7459. (106/7)



Husqvarna Owners
Heavy duty chain tensioner arm, gold anodized, aircraft quality aluminum. Unit is stronger than stock and can be lubed without removal from bike via Zerk fitting. Unit is complete and bolts on with no modifications. Fits 1979-1983, 125-500 CR, OR & XC models. $13.95 plus shipping. Roller not included. Available from B & D ENGINEERING, 906 N. Towner, Santa Ana, CA 92703. (714) 541-8067. Dealer inquiries invited. (306/7/E)

'82 CR250R Honda
Excellent condition, Fox Shox, Metzelers. A steal at $1200. (714) 737-4084. (106/7)

1981 SR500, CLEAN BIKE, 10K, best offer/trade for '82 dirt bike and cash. (714) 847-5912. (106/7)

'81 495 KTM
Excellent condition, real clean, $1300. See at Pro-Cycle. (714) 772-8170. (104/8)

WANTED: DIRT TRACK expert + qualified expert to ride nationals on sponsored top 20 XR750. Must furnish tires and help pay travel expenses. Interested parties call (216) 633-9540. (107/8).

Triumph Parts
Complete mail service, largest parts dept. in South. Send $3 for huge catalog and info that will save you money (refundable). SPINOFF TRIUMPH, 4110 N. US #1, Cocoa, FL 32922. (307/10)

Triumph T-Shirts Shuttle T's
Triumph T-Shirts black, dark blue, light blue. Shuttle tan, blue. $6.50 plus $1 handling. SPINOFF TRIUMPH, 4110 N. US #1, Cocoa, FL 32922. (307/10)

KENNY ROBERTS: By Barry Coleman, MOTOCOURSE 82-83, Keith Code's TWIST OF THE WRIST. Contact Gary Thompson, 2608 Dell Zell, Indianapolis, IN 46220. (317) 255-1983. (107)

'81 KTM 495 $900
Excellent condition, 2.2 and 3.5 gal tanks, new Metzelers, Safety Ceet, $900 or trade. Also 1974 Penton 250 6 speed, $300. After 4 p.m. or weekends (714) 688-4258. (107/8)

'81 XR500R, '81 Suzuki 465, CZ 400
XR500 Prolink, Bassani pipe, 36 Mikuni, Terry Pulsation dampers front & rear, Reed eliminator, new tires + all stock parts, $1275. 465 SUZUKI new top end, many extras, $1095. 400 CZ, MAICO 10" forks, 10" rear modified frame & swingarm, reed valve, runs strong, $395. Days (619) 247-4222, eves. (619) 244-8110. (107)

Possibly last brand new XR750
1980 XR750 uncrated and on display only, Grimeca brake, $6300. (805) 649-3464 evenings. (302/7)

Maico — KTM Golden State MX Sale
We have slashed our prices on all models during the CMC Golden State Series. Call or stop by for the best prices anywhere. WE SHIP BIKES ANYWHERE IN THE U.S. WHEELSMITH MOTORCYCLES, 18020 Euclid St., Fountain Valley, CA 92708. (714) 751-0680. (202/07E)

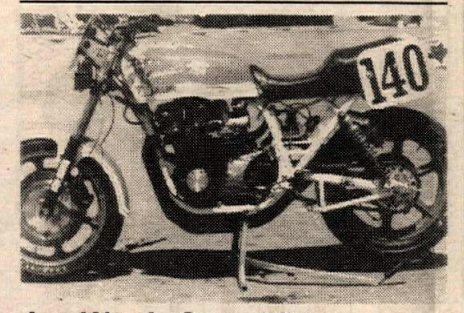
Indoor Motorcycle Swapmeet Bikes, Parts & Accessories San Bernardino's Largest
March 4th 6 p.m.-10 p.m., 24 hours. For info (714) 498-2034. INTERSHOWS, The National Orange Showgrounds, San Bernardino. (207/8)

1982 KTM 495
Ridden 10 times, showroom condition $1800. (805) 871-1509. (307/8)

Selling Everything!!
Street legal KAWASAKI KLX250 (1980) $695; 1981 MAICO 490 $1200; 1974 DODGE VAN $1795 Cal Poly student (714) 594-3820. (306/8)

KTM Sale KTM
'82 250 MX new $1895; '82 250 MXC new $1949; '82 495 MX new $2095; WHILE THEY LAST. ORANGEVALE CYCLE N SAW. Northern California's most aggressive dealer. (916) 989-3171. (206/7)

'81 YZ250 EXCELLENT CONDITION, Hi-Flite seat, Boyesen's, Barnett clutch, White Bros. shock and more. $800 or offer. (415) 941-5304. (106/7)



Jon Woo's Superbike
Both 1025 and 1105 top ends, Gesick frame, Grimeca brakes, two Kerkers, EPM wheels, CR carbs, Fox Shox, much more. 416 lbs., a proven winner. $5500 OBO. CHAMPION CYCLES, Whitney Blakeslee (714) 642-2040. (304/7)

1978 Husky OR250
Uptight pipe, skid plate, extras $600. (213) 598-6355. (306/8)

'82 Maico 490 like new $1500
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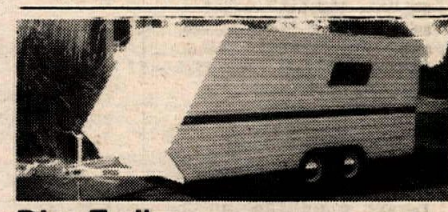

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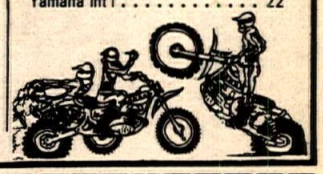

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Bob Hannah and Co. turn Supercross Rounds 2 and 3 into Honda parade.

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Bob "Hurricane" Hannah doesn't have time for his old friends anymore. These days, he's running with a faster crowd.

Team Honda.

Bob ducked out early with a holeshot wire-to-wire first place finish in Round 2 of the Miller High Life Supercross Series on February 12 at Seattle. Teammate David Bailey was right behind him in second. And Steve Martin finished fifth aboard a 1983 production CR250R.

The next day in Round 3, Bob rushed off to another victory. David Bailey was second again. Johnny O'Mara took third. Meanwhile, aboard new production Honda CRs, another newcomer to Team Honda, Goat Breker, grabbed fifth. And Brian Myerscough, Kenny Keylon and Tommy Benolkin finished

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FOLLOW THE LEADER

See Team Honda at the Miller High Life Superbowl of Motocross at Atlanta's Fulton County Stadium, on March 5th.

THE LATEST POOP

BY PAPA WEALEY

(Left to right) Wrangler's Bob Janelle, Yamaha's Broc Glover and Ron Crawford, Wrangler director of special events Davis Allen and Norris, White and Associates' Sid Morris pose with one of the Broc Glover replica Wrangler/Yamaha YZ250s that will be given away at each Wrangler Super Series event.

American Bernie Schreiber (SWM) won the opening round of the World Observed Trials Championship, held Feb. 20 in Olot, Spain. Schreiber was followed in the standings by Toni Gorgot (Mon), Gilles Burgat (Fan) and the defending world champion, Eddy Lejeune (Hon).

Over 1000 entrants and 200,000 spectators were on hand for the Le Toquet Enduro, a hare scrambles — type event run on Paris Beach on the northwest coast of Spain. It was a KTM sweep in the results, with Kees van der Ven winning on a 495. Gilles La Lay was second on a 250 KTM, and American John Finkeldey finished third on another 495.

Ascot will host five AMA Pro half mile events on Friday nights prior to the May 7 AMA/Camel Pro Series half mile. The opening half mile is March 25, and the other confirmed dates are April 1, April 8, April 25 and May 6. The 14th season of CMC night motocross begins on Wednesday night, April 13, and runs through October. For more information, call 213/321-5323.

New and experienced motorcyclists in the continental United States can learn the location of a nearby rider education course by calling the Motorcycle Safety Foundation's new national toll-free number: 800/441-7676. (Delaware residents call collect, 302/429-8226.) Callers will be referred to either a 20-hour Motorcycle Rider Course for new riders or the 6½-hour Better Biking Program for experienced riders.

Husky's Mike Melton posted the overall win in the first round of the AMA's National Enduro Championship Series, dropping 10 points to take the Feb. 20 Quicksilver National Enduro. Maico-mounted John Fero was second overall, first AA, with a 13-point score. Larry Roeseler (Hus) also dropped 13, but lost out to Fero on a tiebreaker check. Fritz Kadlec (Kaw) and John Martin rounded out the top five.

Yamaha and Suzuki have not renewed their American Motorcyclist Association Class B memberships for 1983, according to AMA Executive Director Ed Youngblood. "I'm not sure what Suzuki is going to do," said Youngblood, adding, "Yamaha has indicated it will not renew its membership." Youngblood said that the AMA and Suzuki came to an out-of-court settlement on the AMA's anti-trust lawsuit last week. The AMA had previously settled with Honda; now the only action pending is against Yamaha.

Score another rip-off by California government. The state's budget bill, as signed by Governor George Deukmejian, transfers $13 million from the Off-Highway Vehicle Fund to the state's general fund, with no provision for repayment. So now Senator Alan Robbin's SB156, which would provide repayment for the $8.5 million taken in 1981, becomes even more crucial. The bill's first hearing will be before the Senate Finance Committee on Feb. 28, so contact your state senator and urge him/her to support that measure. A letter to the Governor wouldn't hurt.

In another motorcycle-related item out of Sacramento. Assemblywoman Maxine Waters has introduced AB596. Under that provision, "No state agency may contract for the purchase of a motorcycle unless the motorcycle is assembled in the United States, or 75% of the parts are made in the United States, or both."

"We'll be spectating at Daytona," said Yoshimura spokesman Marcel Fortney when we queried him about the firm's plans for March. "We haven't even started our 750cc Superbike yet. We hope to have one ready for Laguna Seca." As far as rumors that Graeme Crosby would be riding for Yoshimura, Fortney said that the only race Crosby is contracted to them for is the Suzuka 8-Hour endurance race in Japan on July 31.

The 1983 Three Flags Classic, a road tour that begins in Mexico and ends in Canada, is scheduled for Labor Day Weekend, Sept. 3-5. The Southern California Motorcycle Association is putting on the event, and they will only be able to accept 300 entries. They usually receive far more than that, so entries will only be accepted through Apr. 30, and then a drawing to pick the 300 will be held on May 7. Entries are $60 per person, so if you're interested, make the check payable to SCMA and send it along with a stamped, self-addressed envelope to Three Flags Classic, P.O. Box 668, Wilmington, CA 90748. You can get more information by sending an SASE to Joseph Mandeville at the aforementioned address.

HosPITal STOP: During the amateur Supercross at the Seattle Kingdome, 125cc B rider Glenn Hunter suffered a fractured femur. Hunter underwent three hours of surgery to have the leg pinned, and is now at home recuperating. The doctors say no riding for four or five months, so Glenn is going to need some cheering up. Send those cards and letters to 401 NE 194th St., Portland, OR 97230.

Koni, the hot tip for aftermarket shock absorbers 10 years or so ago, is now getting back in the business. The factory in Holland is in the midst of an intensive R&D program to convert the shock absorbers used in Formula 1 and Indianapolis-type cars into replacements for OEM single shocks. According to the folks at Koni, these shocks will weigh in at about half of the OEM figures, and will have plenty of damping adjustments. Testing is expected to be completed by spring, with the first production units available by early summer.

In late December, the FIM issued new specifications for tires used in international speedway events. The folks at Carlisle, the only U.S. tire manufacturer making speedway tires, tells us that they have changed the mold so that their 350-19 RA-S meets the new specs. Carlisle has informed the FIM and is awaiting a homologation number to be molded into the tire's sidewall.

American Road Racing President Earl Smith called Papa to remind him about the third annual ARRA awards dinner and new season kick-off party, Saturday evening Feb. 26. The location is The Catch Restaurant, 1929 South State College Blvd., Anaheim, CA. The good times start at 7:15 p.m. Dinner is $15 per person, starting at 8 p.m. and there will be a no host bar and dancing to a live band. Info: 805/966-5700.

"It's a pretty bad compression fracture of the third joint in my right thumb, that's the one where the bone goes into the hand," said defending National Enduro Champion Terry Cunningham on his missing the first National of the season. "I was out testing Feb. 12 and riding on some trails in southern Ohio that I hadn't been on in a long time and crashed hard when I hit some railroad rails. The doctor was honest with me and said I shouldn't ride for four weeks. It'll be two weeks at Columbia National (Feb. 27) time, and I'll do a bit of practice the day before and see if the hand is healed enough to take the abuse. If it isn't, I won't ride."

The Camel Pro Series and Wrangler will be the sponsors of Roxy Rockwood's 18th annual radio show during Daytona Cycle Week, March 7-13. As always, it's free to the public at the Hawaiian Inn, and the show goes on the air on station WDAT at 10:30 p.m.

If you can't make it to the Daytona 200, try hot-footing it to somebody's house where the cable TV system includes Ted Turner's WTBS Superstation. They'll have live coverage of the 200-miler, which begins at 1 p.m. EST on March 13. Those with no access to a cable system should know that the Motor Racing Network will be broadcasting the 200 live and a taped report of the Daytona Supercross on March 13. See if you can cajole your local radio station into contacting Jim McMullen of the Motor Racing Network at 904/258-0100. They're looking for stations to carry the broadcast.

Former LOP general manager Terry Varner is now doing the GM duties at Cagiva North America.

Kawasaki has just announced the transfer of its advertising business to Kenyon-Eckhart, a Los Angeles advertising agency. According to Kawasaki, the move comes as a result of changes in Kawasaki's global marketing strategy and a new system of cooperation between Kawasaki here and Kawasaki Heavy Industries in Japan. J. Walter Thompson had been the advertising agency for Kawasaki since 1976.

The biggest gathering of touring enthusiasts this year should take place at the May 18-22 Aspencade XII which will be held at Lake George, New York. Aspencade director Bill Dutcher, formerly of Bultaco and Harley-Davidson, estimates 5,000 will attend the event. In fact, that's the limit he's set. Although there are approximatley 8,000 motel/hotel beds within a 10-minute ride of the Roaring Brook Ranch/Resort headquarters, event management has chosen to limit the first eastern Aspencade entries to 5,000 "in the interest of a better organized, more successful convention." Previous Aspen-

cades in Ruidoso, New Mexico, have drawn as many as 8,000. This year's events include a number of unique activities, such as, two hour cruises with a buffet supper on board cruise boats plying the waters of Lake George. Dozens of seminars and clinics, and hundreds of trophies and awards are additional enticements for the first 5,000 who register. Info is available from Aspencade Motorcyclist Convention, P.O. Box 2205, Glens Falls, NY 12801, or by calling 518/656-9367 between 3 and 9 p.m. Eastern time.

Japanese bike exports plummeted in 1981, according to a report in England's *Motor Cycle Weekly*. Only Honda achieved its export goals in 1982 and Yamaha officially announced that they are no longer attempting to top Honda. In an interview with the Japanese financial paper *Nikkei Sangyo Shimbum*, Yamaha's president Hisao Koike announced that his company had "lost" the sales war with Honda and would be pursuing a much less aggressive marketing campaign in 1983. Koike told the paper that in 1981, Yamaha exports hit a high of 1,112,032 - 134% up on 1980 and only 92,487 short of Honda's 1981 total. But the latest figures show only Honda achieved their increased export goal in 1982, while Yamaha was 40% short with just 1,100,000 exports. Actual export figures for 1982 are up by seven per cent to 3,290,000. That compares with a 29.2% increase in 1981 over 1980. That seven per cent increase is solely accounted for by Honda who exported 300,481 more machines in 1982 — an increase of 25% as Yamaha, Suzuki and Kawasaki exported less machines. Yamaha's 1,100,000 export figure is actually down 12,000 on 1981 while Suzuki was 51,000 down and Kawasaki 6,000 down.

Road racing engineer Erik Buell has purchased an Armstrong 750-4 racer from its English manufacturers after the 750cc project never really got off the ground in England. Buell will manufacture spares for the engine and possibly complete engines in the future. Armstrong has retained engines for their own development purposes. Buell has plans to attack the one hour top speed closed course world record with Richard Schlachter doing the riding according to Britain's *Motor Cycle Weekly*.

Camel Pro Series Champion Ricky Graham, Battle of the Twins Road Race Series National Champion Jimmy Adamo and road racer Fred Merkel have been contracted as Team Castrol riders according to Castrol's racing coordinator, Walter von Schonfeld. In addition, Castrol has posted a $27,000 contingency fund for the Camel Pro Series.

In 1984 there will be a Trial des Nations pitting national teams of observed trials riders against one another as in the Trophee and Motocross des Nations. The site for the world team trial will be selected at the FIM Spring Congress.

Former World Champion road racer Barry Sheene rode a Suzuki RG500 in a practice session at Donington Park in England last week, just six months after suffering serious injuries in a practice crash. Sheene also bump-started the bike to prove he's fit enough to "go racing." Both of Sheene's legs were broken in the August accident and he's walking and riding around with pins and plates in both. True grit!

"I've really got too much work to do to get ready for the upcoming Camel Pro Series season to take time off and race in the Daytona Dirt Track Series," said veteran Gary Scott of his 13th season on the AMA Grand National Championship trail. "It would be good to run for practice, to get the machinery sorted out and to, hopefully, make some money. However, I want to be really fit for the season and the back injury I sustained during last year's Santa Fe TT is still bothering me." Scott apparently compressed one or more vertebrae in the accident, but didn't seek medical advice until the end of the season.

The 1983 National Sidecar Rally will take place in Lake Tahoe, California, on June 23-26. Tours, an awards dinner, sidecar clinics, field events, kids games, movies, door prizes, a champagne reception, and a 50/50 drawing are some of the happenings that will take place at the four-day affair. For info, write: USA - Norcal Chapter, 1310 Gold Rush Way, Penryn, CA 95663, or call 916/663-2201.

Germany's famed Nurburgring road race circuit is the site of the 21st Annual BMW Clubs Europe Nurburgring Riding School which this year will be held from June 23 to 26. Stressing safe, high-speed riding, the school is conducted on the Nurburgring race course. Limited to BMWs, the school will cost approximately $300. This includes all meals and accommodations for the three-day event. Rental bikes are available for use during the school. For further info, contact: Rob Beach Jr., Beach's Motorcycle Adventures Ltd., Box 36, Dept. 28, 2763 West River Pkwy., Grand Island, NY 14072 (716/773-4960).

April 2-3 will see the Kyle Fleming Memorial Motocross run at Canyon Raceway in Phoenix, AZ, in memory of Bruce Bunch, Rick Hemme and Kyle Fleming. The two-day event will feature over $20,000 in cash and product awards. All classes will run, including a $1000 purse Mini Expert race and a $2000 (minimum) purse for Pros. Mail entries close March 21, so write to Canyon Raceway, Box 1594, Black Canyon Stage 1, Phoenix, AZ 85029, or call 602/583-0575.

Speedway will kick off with a bang in southern California, starting the first week of March. The Spring Classic kicks off at Orange County Fairgrounds in Costa Mesa at 8 p.m. on March 4. Then the brakeless wonders show up at Ventura Fairgrounds on Saturday, March 5. The only daytime show of the year will begin at noon on Sunday, March 6 at the Orange Show Fairgrounds in San Bernardino. Then to cap off the week with a twist as British League racer Ron Preston will promote a speedway event on Wednesday evening, March 9, at the Imperial County Fairgrounds in El Centro, CA. The regular speedway season will start in April and run through the end of September.

Too bad we can't get in on it over here: The Australian motorcycle press is reporting a war of sorts, involving high performance water-cooled 250cc two-strokes for the street. Honda's entry is a V-3 MVX250F. It looks like the NS500, except that in its 90° V has two cylinders pointing forward and one straight up, the opposite of the NS. Yamaha's weapon is a water-cooled twin called the RS250R. Suzuki will probably counter with an RG250.

It's good to see Russ Sanford and the Motorcycle Owners, Riders and Enthusiasts (M.O.R.E.) back up and in an active stance on California politics, including the publishing of a monthly newsletter. Membership to M.O.R.E. is $25 per year per family, and $50 per year for clubs and businesses. You can contact Ol' Russ and crew at 9100 Billy Mitchell Blvd., Roseville, CA 95678, 916/969-9414.

Brad Lackey confirmed that he has retired — at least for the year 1983. "I've got a lot of other things to do, so I guess the best thing to do is retire, and then hit it next year — possibly. I had some deals, but I didn't think they were substantial enough to win, and I'm not going back to Europe to place second. If it takes a year off to put these things together, then that's what I'll have to do." Lackey is teaming up with Kenny Roberts on the Fox Actionwear clothes lines, and said, "That's taking up a lot more time than I thought it would." •

EDITORIAL

Why can't Harley build motorcycles like they do in Japan?

Judged by the letters we get at *Cycle News*, everybody is asking the question, "Why can't Harley build motorcycles like they do in Japan?" Surely if America can put men on the moon, it can put us on something a little more modern than 40 cubic inch cylinders and no center stands. Well, as our President says, you gotta understand something about Harley to understand the answer to the question.

First of all realize that H-D has built all kinds of different motorcycles in their 80 years. Some of them didn't make it to market. Once they showed me a 750cc straight four that would have predated the Universal Japanese Motorcycle by five years. Why didn't they manufacture it? Their dealers didn't want it! At that time H-D was selling all the V-twins it could produce. Their studies showed that their customers rejected non-traditional engine designs.

Until recently H-D competed head-to-head with the full-line import companies. For a while they offered everything: mopeds, scooters, dirt bikes, three-wheelers, you name it. But only the big V-twins sold. You go to a Harley dealer to buy Harleys, not mopeds or two-strokes or scooters. Stuck in the matrix of their reputation, H-D made the best of it, and continued to develop what it could sell — the traditional Hog and Sporty.

Harley design engineers have not been entirely idle, however. Always a new engine or engines is in development. Being located so far from the nest of the motorcycle press, and given the secrecy of these projects, little news filters out to the general public about H-D's technical progress. We have shown glimpses of prototype water-cooled fours and overhead cam twins. But what you see is not what you get. You'll get a new "panhead" engine and a Sportster "XR" this season. The exotic stuff will wait until it and the market are ready for something altogether new from Harley.

Every few years the motorcycle gets re-invented, and another economic "boom" occurs. Remember the scooter boom (1955-65) the dirt bike boom (1965 to present) and witness now the ATV boom. These happy times in the motorcycle business depend on a new model or models that satisfy a need, affordably. A number of new riders are attracted that otherwise would not have been able to participate in the luxury of motorcycling.

Thanks to the diffidence of the U.S. auto industry, there is now a need for exciting, affordable new transportation. Americans are responding to the high price and dubious integrity of new cars by keeping their old ones longer. The average car is seven years old. This trend creates a need for midsize to lightweight motorcycles that satisfy that urge toward a high standard of living, while extending the useful life of the family sedan. Enter the Honda and Yamaha 500 V-twins.

These new models, from the two giants of industry, are of course what we've all been pleading with Harley-Davidson for, little "Harleys." Few of us really need more than 500cc to get around smartly on two wheels. And the flattery of H-D styling is tribute to the design that spells "MOTORCYCLE" in the hearts of America. I don't know if experienced bikers will desire the little Vees, but if I was a beginner again, I sure would be interested.

Charles Clayton

THE NATIONAL PAPERS

The guy makes Gomer Pyle sound like a college graduate. In the past some of his words and actions have had hundreds of motorcycle racing fans laughing in the aisles.

He sometimes wears high top work shoes, bib overalls, and plaid shirts when making public appearances. The shoes often have some unknown substance on them.

He was never blessed with a factory ride. In four years he hired and fired more mechanics than most riders have in a dozen years. He hired one mechanic who spoke only French; the rider did not speak a word of French.

He writes songs about animals. He builds his own country/western band with some members playing instruments for the first time. His singing voice has been described as being anywhere from sounding like fingernails across a blackboard to Willie Nelson with his mouth full of grits and broken glass.

In past seasons he has had sponsors ranging from foreign rug merchants to Yankee shopping center builders.

He first became known in the mid to late '70s with a smile that was genuine and a handshake that was firm to one and all. He never really won anything until 1979 and now he has retired from motorcycle racing at the end of '82.

They say he is still the only racer smart enough, and maybe considerate enough, to call the Daytona International Speedway officials a few weeks prior to every annual race week and offer to do publicity work for the event.

A couple of years ago he designed a set of underwear for an animal and the first time the little bugger wore

(Continued to page 27)

Open Pro winner Goat Breker (14) holds the inside line on Jim Holley (49), Jerry Brandt (1) and Donnie Cantaloupi (47).

CMC/Petty Products Golden State MX Series: Round 6

Breker, Bailey, Ward take Hollister honors

By Terry Whytal

HOLLISTER, CA, FEB. 20

"This was my first ride on the new Honda works bike," noted 500cc Pro winner Goat Breker after the second moto of the Hollister Hills SVRA round of the Continental Motosports Club's Petty Products Golden State MX Series. "Overall, the bike works great. A few little things had to be worked on after the first moto, but the bike was just right in the second moto."

Breker's win stretched his series points lead over rival Donnie Cantaloupi, who placed his privateer Yamaha machine in third behind a determined Jim Holley. Yamaha-mounted Holley backed up a troubled sixth place in moto one with a surprise second moto victory after Breker fell when leading.

Honda factory teamsters David Bailey and Bob Hannah stole most of the glory in 250cc Pro action with Bailey inheriting the win after the Hurricane's ignition failed when leading the first moto. Hannah blasted the competition in round two and brought the crowd to its feet with a spectacular mid-air wave to the thousands of spectators crowded around the big jump.

Kawasaki factory pilot Jeff Ward continued to be the dominating force in the 125cc Pro class. Ward swept both motos despite aggressive riding by Honda's Johnny O'Mara and Honda support rider Brian Myerscough.

Ideal weather conditions and excellent track preparation pleased both spectators and riders as California's third oldest SVRA enjoyed the biggest turn-out in its history, approximately 6000 fans.

250 Pro

Bailey powered to the early lead in the first 250cc Pro moto with superstars Hannah and Suzuki's Mark Barnett both gating poorly. As the field stretched out through the first few turns, Hannah moved into 10th and Barnett ran seventh.

Hannah reacted to the situation in typical fashion, pulling out all the stops and using every possible line to berserk his way past slower riders. Hannah was fourth at the end of the first lap and first at the end of the second lap.

By lap six the Hurricane had established a commanding lead over second-place Bailey and the third place duel between Barnett and Honda rider Kenny Keylon. Unexpectedly, Hannah's RC250 had ignition failure at the halfway point and Bailey regained the lead.

Bailey was first to the checkers with Barnett moving into second and Keylon picking up third.

Honda support rider Steve Martin displayed lightning reflexes at the start of moto two, grabbing the holeshot away from Hannah and Bailey.

Martin clung to the lead for two laps before Hannah found a way past. Once in the lead, Hannah set a pace almost two seconds a lap faster than the field.

With Martin running second and Bailey third, Keylon and Barnett returned to their first moto duel, this time with both riders tangling and taking a trip to the turf.

Keylon would ultimately DNF, but Barnett remounted after losing several places and charged back to finish fourth behind Hannah, Bailey and Martin with Honda rider Jim Tarantino rounding out the top five. Overall the win went to Bailey with Martin taking second ahead of Barnett, Tarantino and Wheelsmith/KTM pilot Kevin Davis.

"This track is great," recounted Hannah later, "especially in these conditions, tacky and rough. The rougher the better for me!"

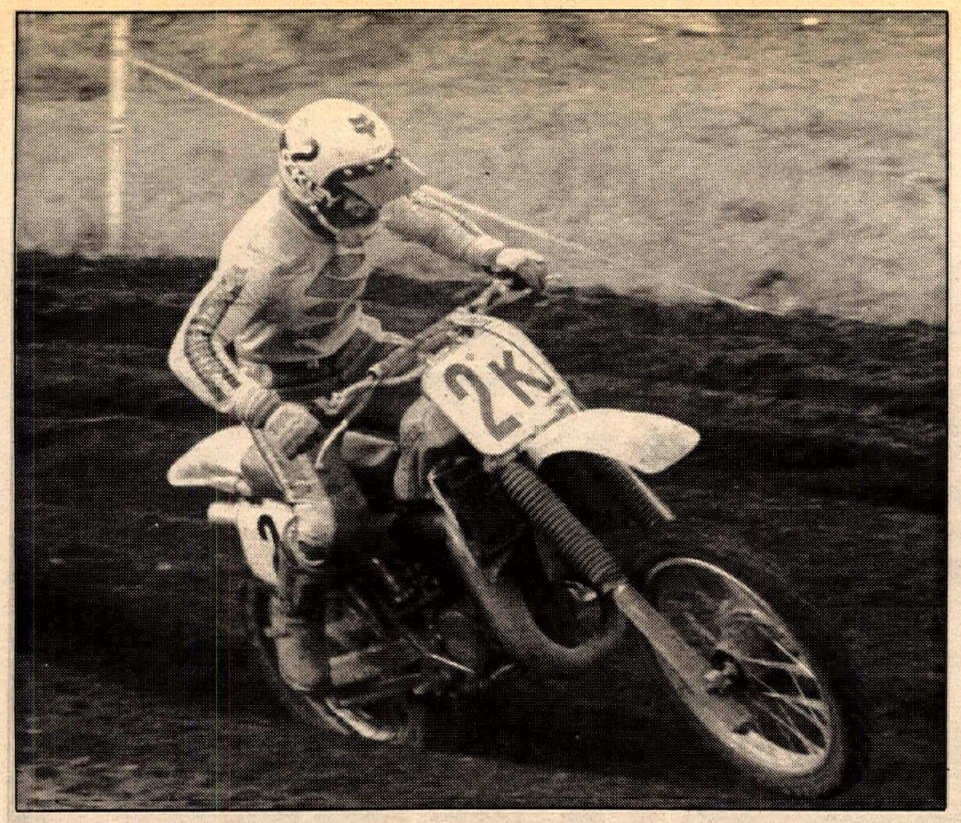
125 Pro

Suzuki-mounted Rick Ryan led the pack through turn one in the first moto. Ward and O'Mara quickly displaced Ryan as they battled for the lead position. Ward began to pull away from Johnny O' after a few laps of close action.

O'Mara signalled his pit crew, and then pulled into the mechanics' area to fix a bent shift lever. O'Mara rejoined the race without losing second place to the heated battle between Myerscough and Ryan.

Ward continued to strengthen his lead position throughout the moto with O'Mara cruising in for second ahead of Myerscough and Ryan.

Ryan went shift-for-shift with O'Mara down the starting chute as the second moto got underway. Ryan had the edge for a moment but O'Mara dialed in a little more throttle and



(Top left) Mark Barnett went 2-4 for third 250cc Pro. (Above left) Steve Martin (67), the runner-up in the 250cc Pros, battles with Bob Hannah, who went DNF-1. (Above right) David Bailey captured the 250cc Pro win. (Below right) Johnny O'Mara turned in a pair of seconds for second in the 125cc Pros.

pulled the lead.

Myerscough slipped past Ryan and into second as Ward moved up to challenge from fourth. Ward eased past Ryan on the next go-'round and began to pressure Myerscough's production Honda for second. "Flyin' Brian" stayed on the gas, however, and kept Ward behind for several laps before the Kawasaki pilot settled the dispute with an outside pass.

As Ward moved into second, O'Mara opened up a 10-second lead and looked uncatchable in the few remaining laps. Ward found a few more ponies lurking in his bike and closed in on O'Mara with two laps remaining.

With the crowd cheering its approval, the two riders went head to head before Ward knifed past to clinch the overall win and gain a few points in the battle with O'Mara for series championship.

Ward claimed the overall win ahead of O'Mara with Myerscough third and Ryan earning new respect with his fourth overall performance.

500 Pro

Goat Breker was given his first full-on Honda factory ride this weekend and he rewarded the Honda team with his first overall win of the series despite taking a tumble in the second moto.

Yamaha privateer Jim Holley holeshot the first moto with Breker and Cantaloupi close behind. Breker wasted little time in finding a way around Holley and taking the lead. Cantaloupi quickly followed and began to pressure Breker. On lap two Cantaloupi slipped past Breker and into the lead as Yamaha pilot Warren Reid moved up to challenge Holley for third.

Reid tried an amazing inside pass on the closely dueling leaders but tangled with a pole and fell, losing 10 positions. Breker outjumped Cantaloupi on the back straight and regained the lead and cruised to the checkers.

Honda rider Phil Larson came from mid-pack to work his way past Holley and Cantaloupi in the closing laps and finish second behind Breker. Holley faded back to sixth at the checkers as Reid regained his form to move up to fourth and Gary Semics gave the Maico camp something to cheer by placing fifth.

Breker holeshot the second moto, quickly established a strong lead and appeared set to lead all the way as Holley, Reid, Yamaha rider Pete Snorteland and Pro Circuit Husky rider David Gerig argued over the runner-up slot. Gerig fell, taking out Snorteland and several other riders. All quickly remounted after losing a few positions.

Reid moved into second after a fierce battle with Holley and began to slowly reel in Breker. Before Reid could close in, his bike developed fuel starvation problems and sent him to the pits.

Honda-mounted Steve Rhyan took over third place behind Holley with Semics challenging from fourth. Semics dropped out at the halfway point with unknown problems while Cantaloupi charged up from a mid-pack start to move into fifth, behind Suzuki's Ross Pedersen.

With three laps to go, Breker bobbled and fell, dropping to fourth as Holley inherited the lead. Breker got on the gas to reclaim all the positions but one and still earn the overall with a 1-2 score. Holley went home with the second place share of the purse money with Cantaloupi taking third ahead of Rhyan and Honda rider Don Griewe, who went 7-6 for fifth overall.

Vet Master

Yamaha rider Charlie Smart continued his domination of the Vet Master class by posting two moto wins for a nearly insurmountable series points lead. KTM-mounted Randy Rodriquez placed second overall with third going to Honda rider Scott Davis.

80 Expert

Kawasaki rider William Surratt rode to the 80cc Expert win by topping the first moto and picking up second in round two behind Suzuki pilot Larry Brooks, whose style was kept below par by a mild case of the flu. Yamaha-mounted Bobby Moore earned second overall with Brooks picking up third with his 7-1 score. •

Results

125 PRO: 1. Jeff Ward (Kaw); 2. Johnny O'Mara (Hon); 3. Brian Myerscough (Hon); 4. Rick Ryan (Suz); 5. Gary Bowman (Suz); 6. Chris Heisser (Suz); 7. Mike Beier (Yam); 8. Mike Fisher (Yam); 9. Rodney Smith (Yam); 10. Erik Kehoe (Hon).

250 PRO: 1. David Bailey (Hon); 2. Steve Martin (Hon); 3. Mark Barnett (Suz); 4. Jim Tarantino (Hon); 5. Kevin Davis (KTM); 6. Eric McKenna (Hon); 7. Jerome Heiberger (Hon); 8. Jeff Hicks (KTM); 9. Dave Hollis (KTM); 10. Clark Jones (Yam).

500 PRO: 1. Goat Breker (Hon); 2. Jim Holley (Yam); 3. Donnie Cantaloupi (Yam); 4. Steve Rhyan (Hon); 5. Don Griewe (Hon); 6. Pete Snorteland (Yam); 7. David Gerig (Hus); 8. Phil Larson (Hon); 9. Randy Losh (Mai); 10. Jim Ellis (Yam).

80 EX: 1. William Surratt (Kaw); 2. Bobby Moore (Yam); 3. Larry Brooks (Suz); 4. Mike Healey (Hon); 5. Eddie Hicks (Yam).

VET MASTER: 1. Charlie Smart (Yam); 2. Randy Rodriguez (KTM); 3. Scott Davis (Hon); 4. Paul Bostrum (Hon); 5. Buzz Presser (Mai).

VET INT: 1. Russ Fay (Yam); 2. Jack McCormick (Hon); 3. Dennis Davis (Hon).

VET JR: 1. Tom Stidham (Mai); 2. Ken Feulner (Mai); 3. Danny Bawdon (Yam); 4. Larry Garcia (Hon); 5. Herman Pulyer (Hon).

OT MASTER: 1. Jim Saitone (Mai); 2. Rich Lokke (Hon); 3. Richard Schilling (Hon).

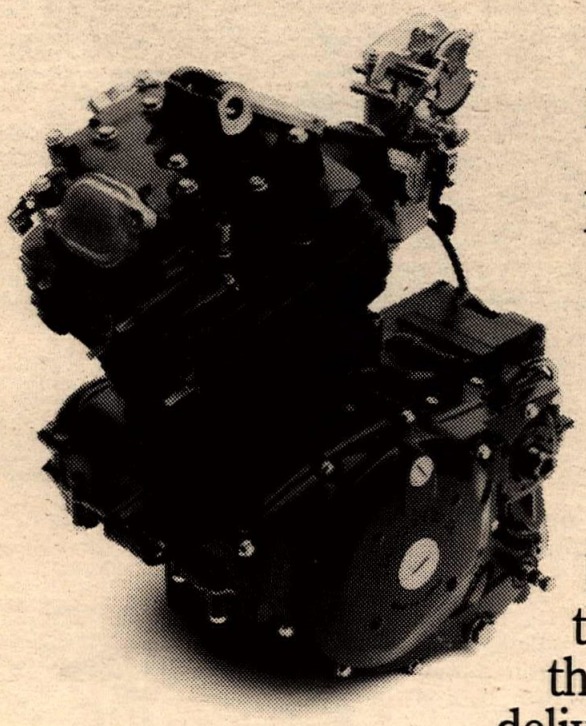
OT INT: 1. Helmut Zarth (Mai); 2. Gary Arnold (Hon); 3. Max Goode (Yam).

OT JR: 1. Rich Lakely (Mai); 2. Richard Bealer (Yam); 3. Howard Davis (Suz).

Honda's advanced XR engine powers Garth Brow to his third Indoor Ice Racing Championship.

WHY DO 9 OUT OF 10 ICE RACERS PREFER HONDA ENGINES?

BECAUSE 9 OUT OF 10 ICE RACERS PREFER WINNING.



If you polled the top ten racers in the Indoor Pro Ice Race Series, you'd discover something amazing.

Nine of them rode motorcycles powered by XR250 engines.

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Which turned out to be very bad luck for the one that didn't. Because he happened to finish behind the nine that did.

Then again, maybe it wasn't luck. Our XR engines have already earned a reputation for winning in every kind of racing from dirt track to enduros. And with their overhead cams and sophisticated four-valve heads, they not only deliver great peak horsepower, they deliver more power and torque all along the powerband.

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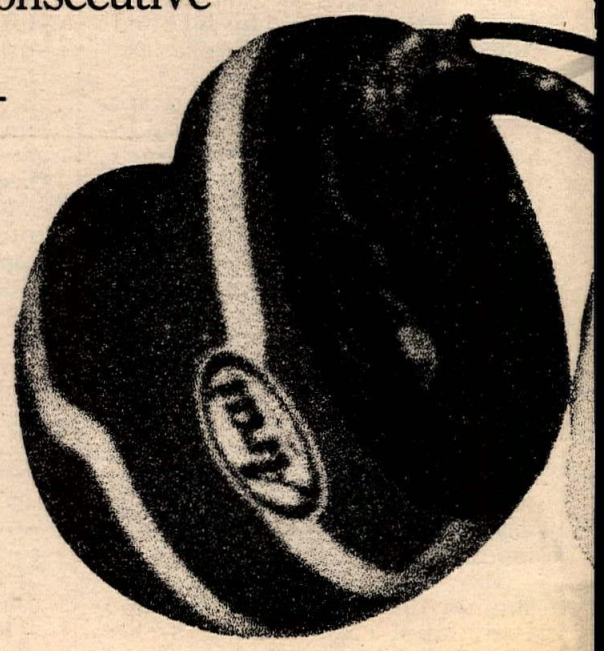
Of course, if you need a further testimonial, just ask the happy individual on the right.

His name is Garth Brow and he's just won his third consecutive ice racing championship.

He'd probably tell you that the odds of winning an indoor ice race with anything but an XR engine are very bad indeed.

About 9 to 1.



HONDA

FOLLOW THE LEADER

ALWAYS WEAR A HELMET AND EYE PROTECTION. © 1983 American Honda Motor Co., Inc.

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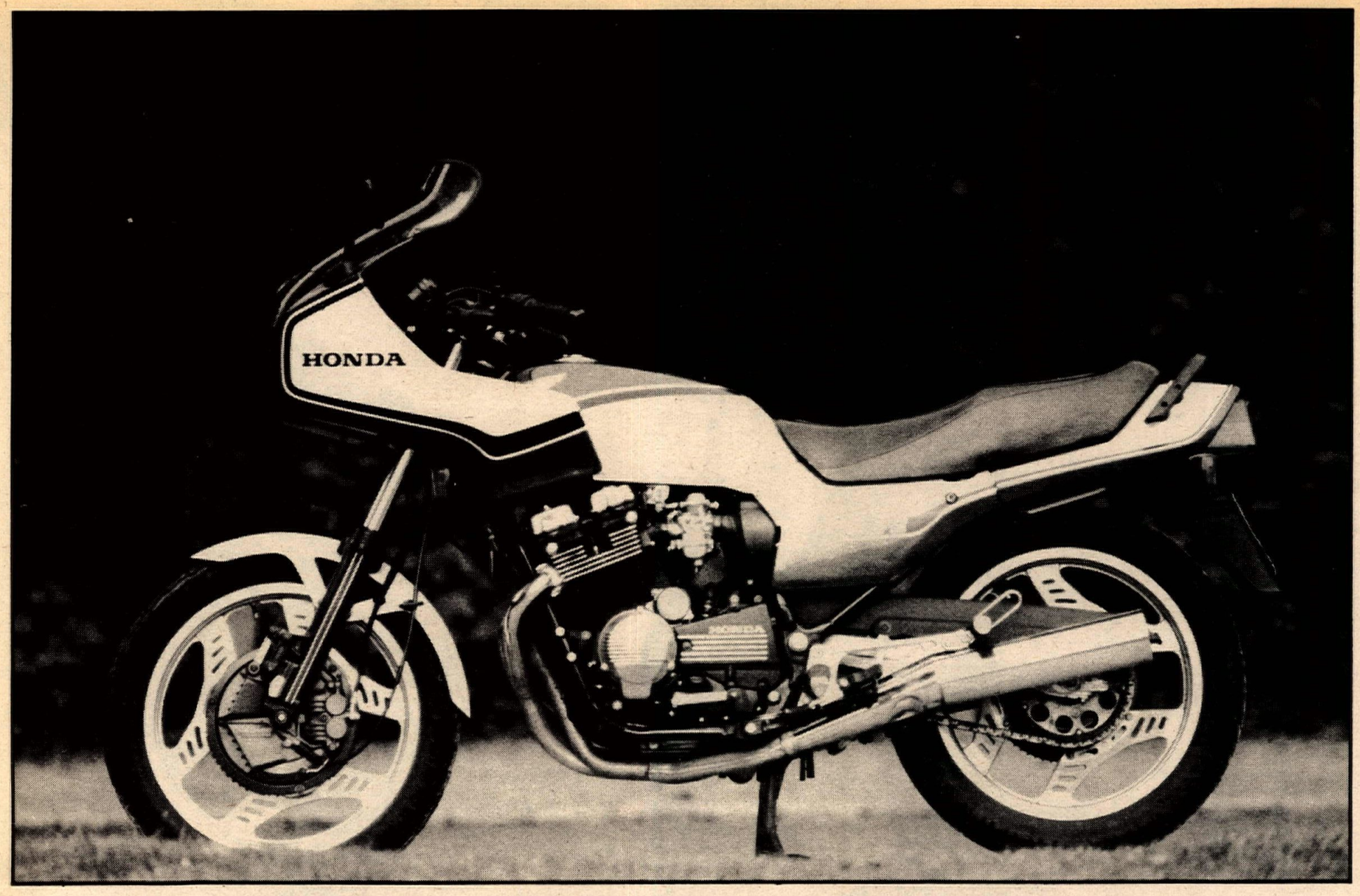
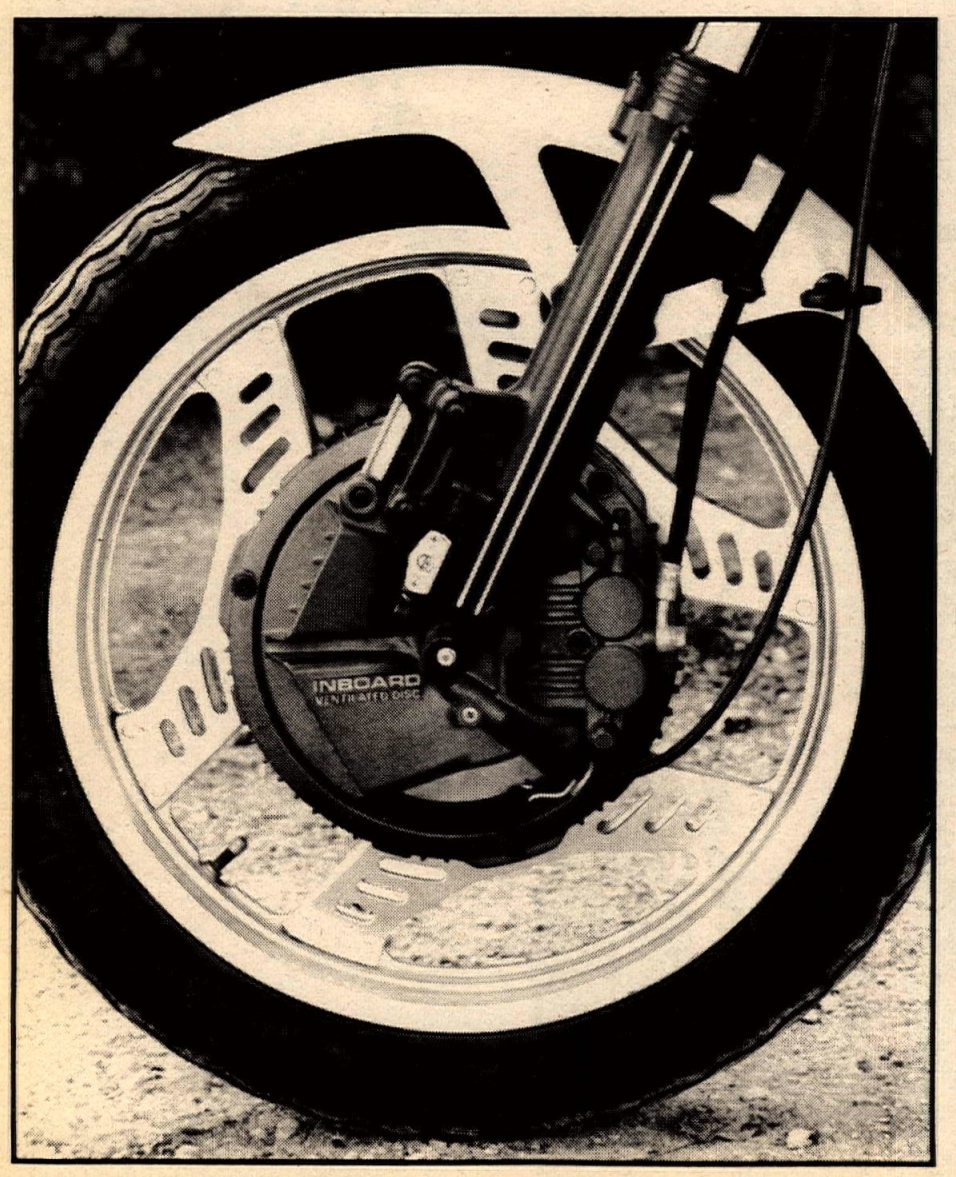


Impression: Honda CBX 550 F11

Our man in Europe tests the "little" CBX



By Henny Ray Abrams

It's a little cruel of us to go around Europe testing machines like Honda's CBX 550 F II, because, after all, you can't get them in America yet. So what's the point?

The point is that you don't know what you're missing. Like the Yamaha RD 350 LC, the smaller CBX invites anarchy on the street. Just sitting still, it looks like something that will get you in trouble. It approaches the ultimate distillation of the sporting bike and aims to take you places that you've never been and won't soon forget.

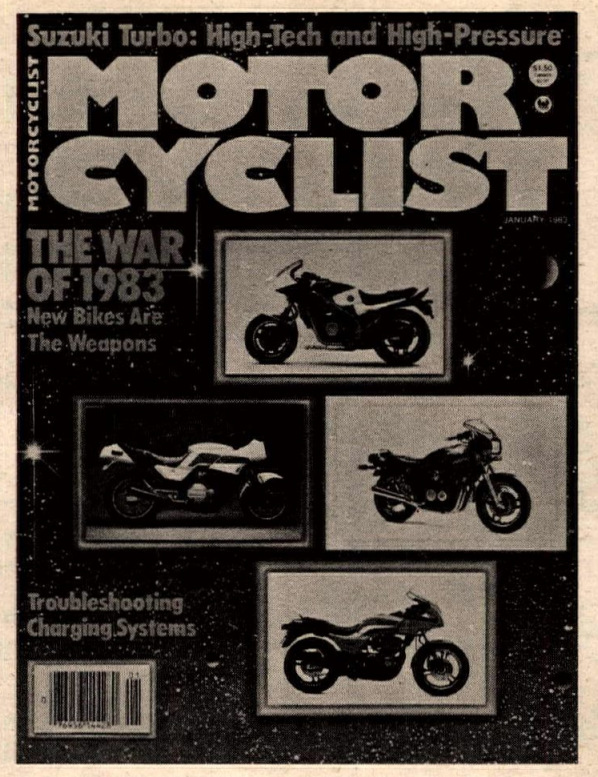
It makes sense. Big brother is the late notorious CBX with its six cylinders and record for lawlessness. Why not tame it, shrink it a little, but keep the mischievous qualities that make it popular with the cafe crowd in Europe.

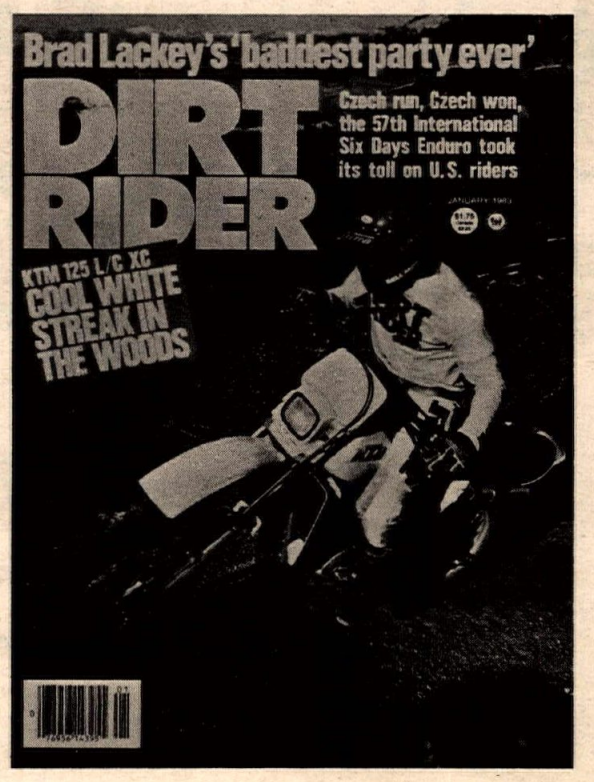
The engine is an in-line four-cylinder with four valves per cylinder drawing fuel through a bank of 25mm Keihin constant vacuum carbs that makes a claimed 60 bhp at 10,000 rpm. It isn't canted as far forward as big brother and is not a stressed member of the frame, but what it lacks in size, the double overhead cam powerplant makes up in power to weight ratio. Weighing in at 440 pounds puts it in about the middle of the class with the Kawasaki GPz 550 a little heavier and the Yamaha Seca 550 a couple of pounds lighter.

It doesn't feel like a middleweight, though. Comparing the numbers on the stat sheet you find that it has a smaller wheelbase than the FT 500 Ascot which accounts for the quick steering. The seat height is about the same as the Ascot and with the widest point being the two separate aluminum handlebars, which mount independently to the top of the triple clamps, it's even a foot narrower than the thumper.

The controls fall easily to hand. The choke is thumb-operated on the left handlebar stalk and with half choke and a flick of the starter button the engine fires up right away, hot or cold. As you look down you see the two meters for ground and engine speed separated by a pessimistic gas gauge. Turn indicators and lights for the high-beam, oil pressure, and neutral share space near the ignition key. The ignition key also works the seat lock and gas cap with separate keys for the fork-mounted fork lock and the locking security cable which is

(Continued to page 14)





ONE GOOD THING LEADS TO ANOTHER

Our first good thing was *MOTORCYCLIST*, America's oldest motorcycle magazine, which continues its 70-year tradition of giving the American motorcycle enthusiast more for his money. Today's *MOTORCYCLIST* gives its reader more comparison tests, more useful, detailed how-to-do-it articles, more competition coverage, and more probing features than any other motorcycle publication.

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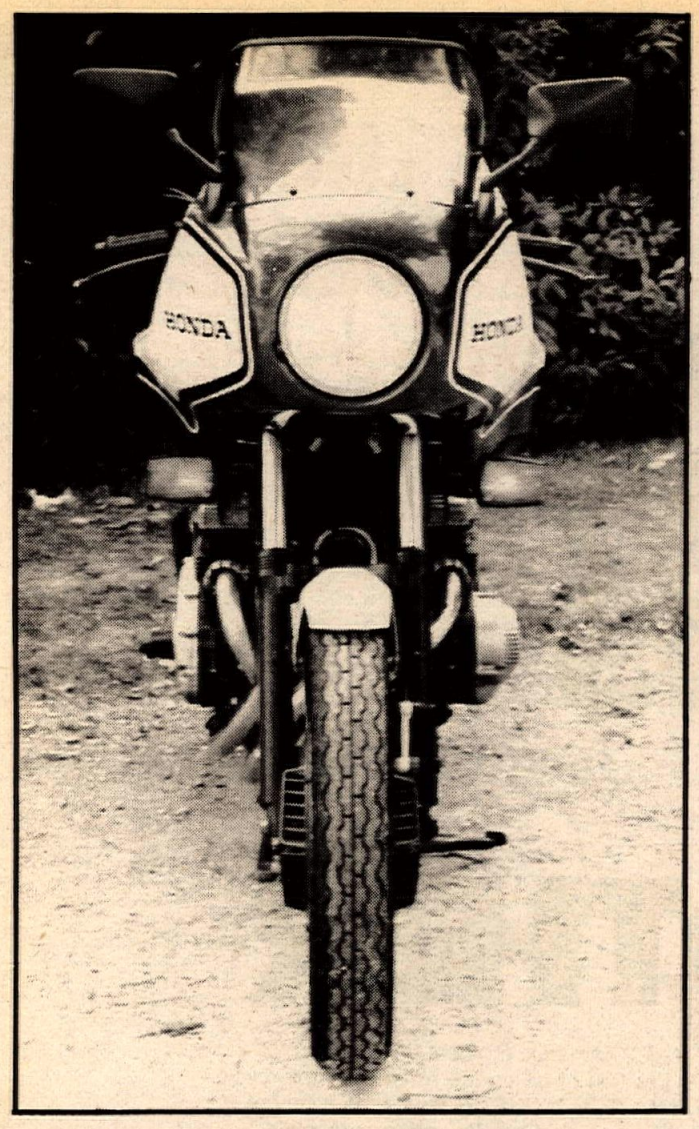

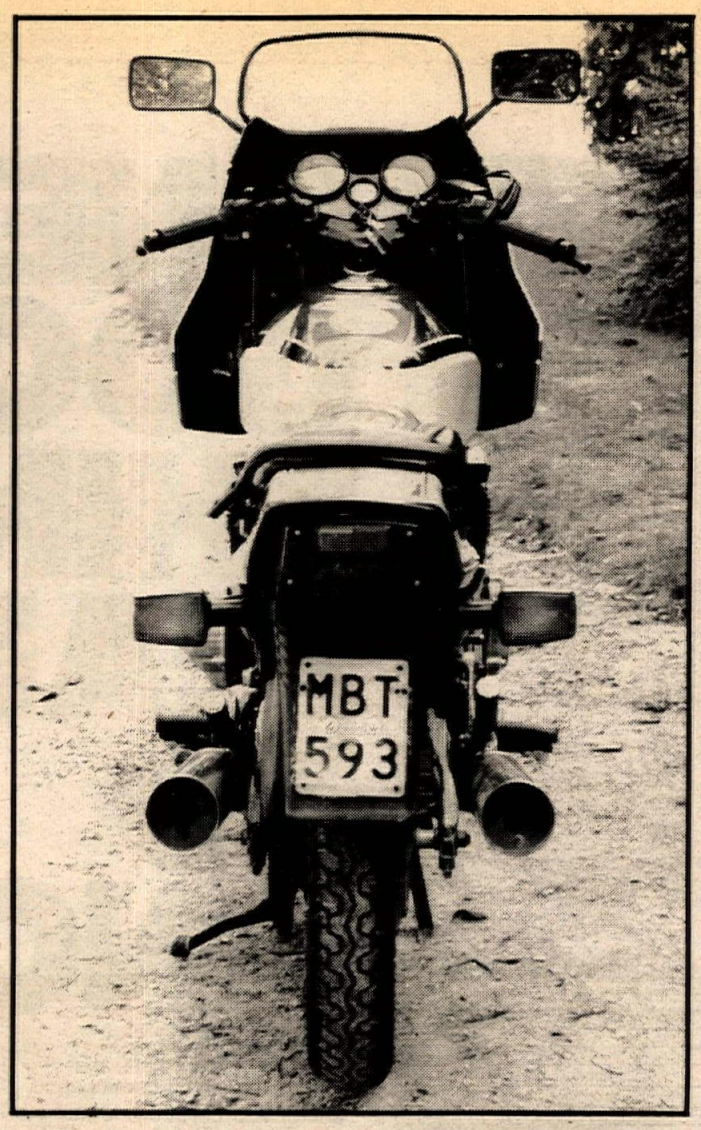

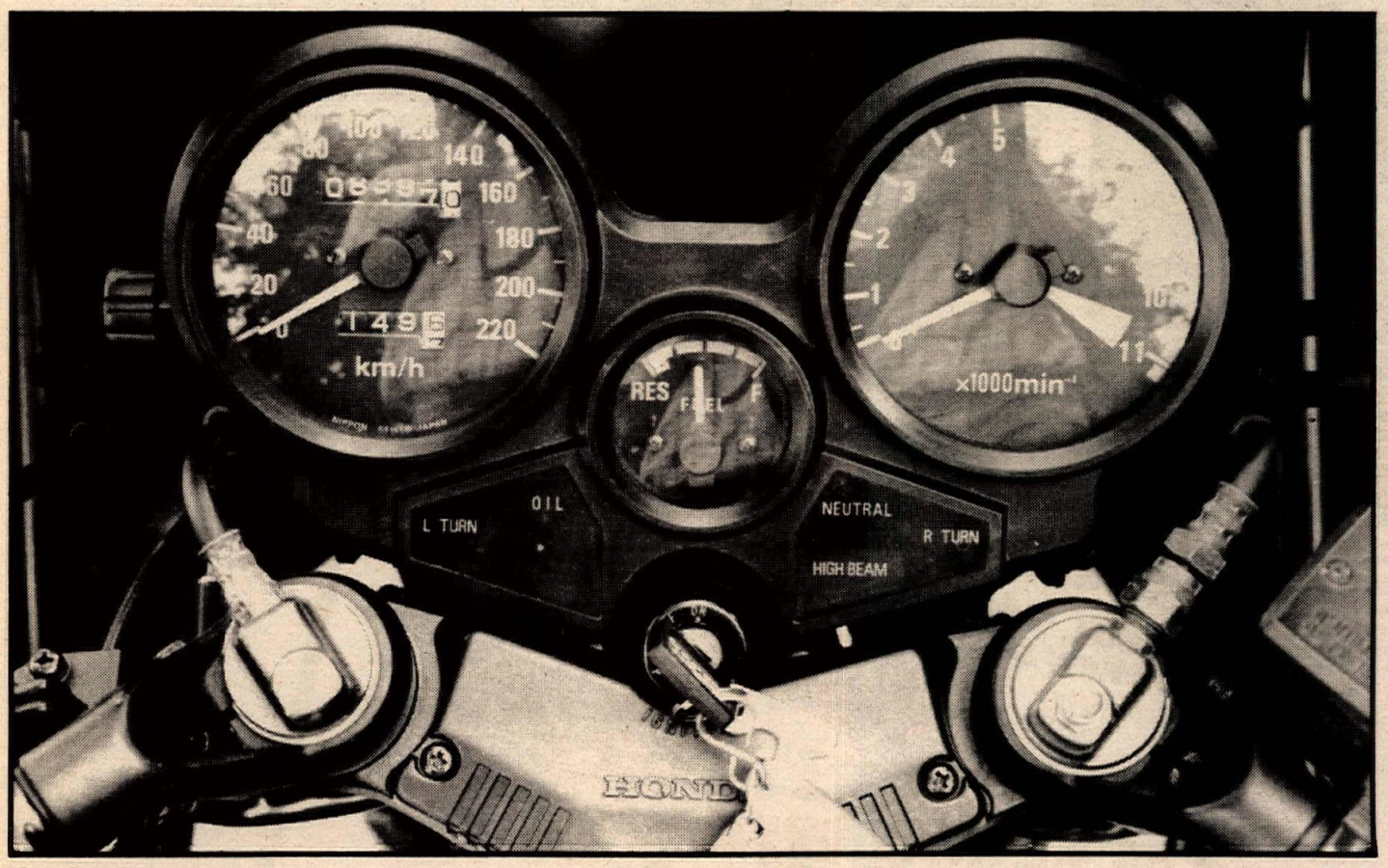

(Continued from page 12)

stowed behind the seat.

Easing out the clutch, the bike pulls smoothly and the revs come rushing up as the tach needle swings past the high noon mark and towards the red zone. A quick row of the gear lever gets you through the six-speed gearbox and without even thinking you're going an indicated 90mph and the thing's just getting warm.

You pray for fast corners. Air-assisted interconnected forks take care of the suspension up front with 5.5 inches of travel and the recommendation is for 11-18 psi according to rider preference. It was set up in about the middle by the folks at Honda Benelux, where we borrowed the bike, and it proved a good compromise. It would soak up the bumps on the cobblestone streets of Brussels, yet perform well once out of the city limits. The Honda's TRAC anti-dive control is employed up front along with their unique inboard ventilated twin iron discs and twin-piston calipers. Although the brake is slightly sensitive, there was little complaining heard and it stopped sure and straight. The single rear inboard disc locked up a few times before we got used to it, but once accustomed it worked perfectly with no fade. They're excellent in the wet due to their faired design.

The CBX inspires confidence. A cutaway generator cover on the left and clean right side leave the lean limits up to the skill of the rider. Only the truly talented or truly daffy will be able to touch down and send any sparks flying. Eighteen inch Bridgestone tires front and rear, mounted on three-spoke Com-star wheels, are predictable, wet or dry. The Pro-Link single shock rising rate rear suspension, in accord with the aluminum swingarm on needle roller bearings, takes the bumps in stride. A little ripple exacts a little travel and the bigger bumps are worked on by the top part of the shock's escalating scale. It's air adjustable, but the air nozzle is a little inconvenient to reach so it was left set for an all-around compromise. An air gauge is provided with the tool kit which is stashed behind the seat.

About the seat. With a gently sloping forward incline it puts you where it wants. Not much choice here. You can try sitting farther back, but in a matter of minutes you'll be down in the valley. And if you've brought a passenger along they'll be sliding your way also. However, the end result isn't bad and the densely packed foam provided a comfortable pod for hours.

The sporty half fairing, being an integral part, adds to the looks and does the job when deflecting wind. The top of the windscreen is fluted and the air hits the rider, depending on the size of the rider, just above the chest. Although the weather was ideal for riding and we didn't get a chance to test the cold weather protection, it does a good job of keeping the cold off your hands, but Hippo Hands or such would be needed for truly frigid weather.

So where's the problem? The problem is that the back edge of the fairing extends slightly too far back and makes contact with the rider's knees. Every time you get on the brakes and slide forward, if you're taller than 5'7", there it is. When you're out in the twisties it's not enough to break your concentration, but around town, and especially with a passenger, you'll know it's there. The fairing is sturdily mounted around a bird cage frame with rubber grommets at pressure points. We had the misfortune of dropping the CBX off the center-stand (our fault, not the bike's) and cracking the fairing in two places. As with all fairings, if you pitch this down the road, it's going to cost you.

This is a sport bike, no doubt about it, but every once in a while you have to get on the highway and this machine is eager to get you there. There are many myths about European speed limits. West Germany is the only country with no speed limits, although in a few others the law is taken lightly. In Belgium the speed limit is posted as 120 kph (about 74 mph), but they'll give you the 10% margin of error and cruising at 140 kph is commonplace. It doesn't take long to get there with the CBX, and on the way there at about 55 mph you notice the engine spinning at 4500 rpm. Rolling on the throttle will get you past the slug in front of you, but a downshift into fifth and the engine springs to life. The power comes on at about 5500-6000 and pulls to the 10,500 red line. Getting up in the 150-160 kph range brings visions of Franco Uncini dancing into your head and ducking under the fairing, where all you get is the sensation of speed and the sound of the motor working effortlessly, makes you wonder if anything that much fun could be legal. It's not, and just in case you didn't know that, the helmeted cop in the Porsche Targa will tell you so; in at least four languages.

After an episode like that you get the feeling that you're being watched and back in the city that feeling grows. But you are being watched because like only a handful of bikes, this one turns heads and solicits wide-eyed gawkers. Even in cafe-crazy Europe this bike attracts attention. At virtually every stoplight the guy in the car next to you is giving you an eyeful of envy. Park it in front of a cafe and, if they don't stop to admire, they'll sure take notice as they go past.

Honda did their homework when it came to cosmetics, in addition to the performance. The paint scheme which runs down the fairing, onto the gas tank, and climaxes at the tail of the seat is about as subtle as Limburger. The crossover four-into-two exhaust system and ventilated discs on Comstar wheels add to the image along with the highlighted black engine. You can't ignore it. But it's best to get a good look at it sitting still, because when it flies by you out on the open road you won't have even a chance to think, "What was that?"•

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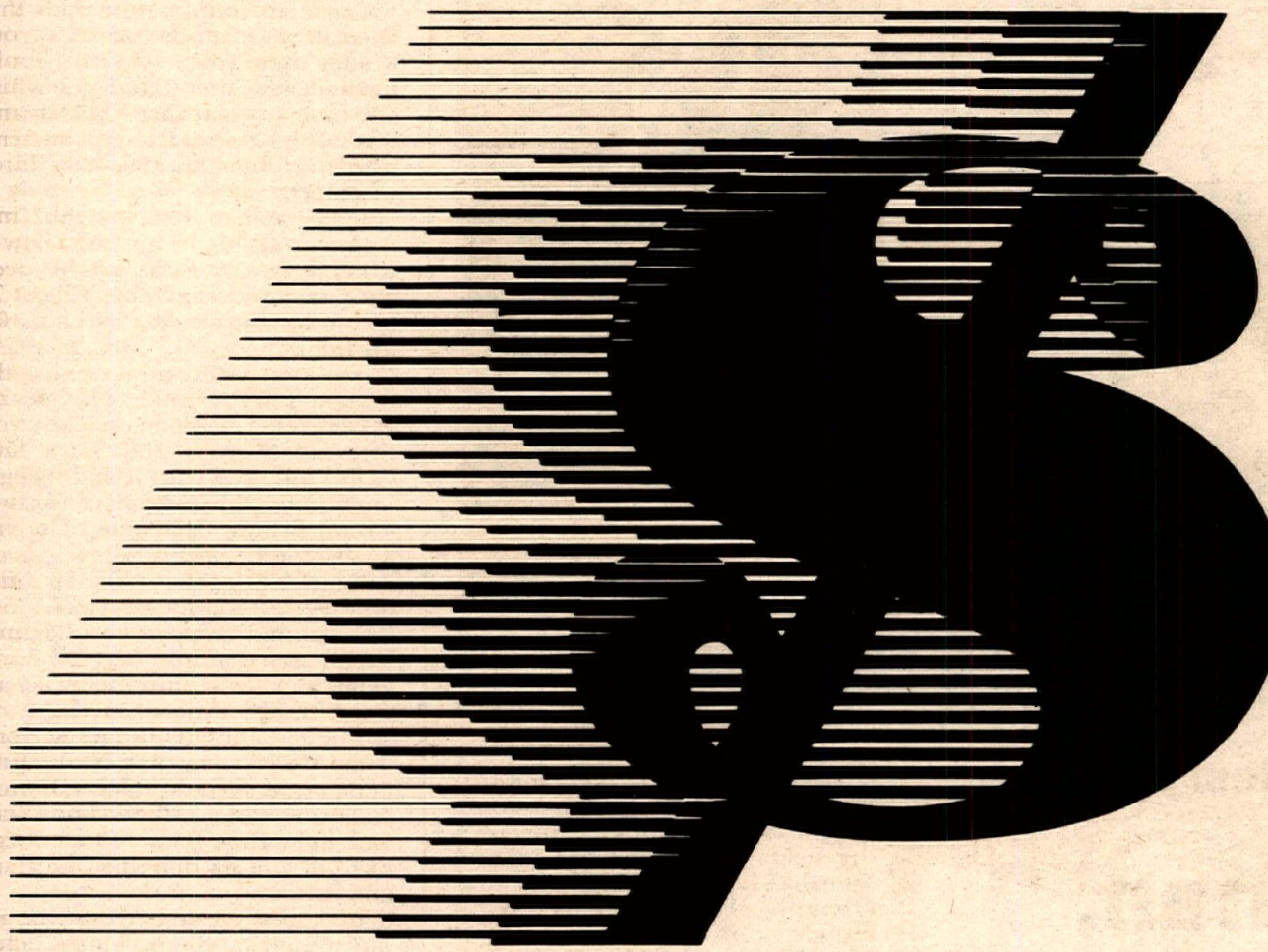

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